

Office

BRYAN AND WIDOW BENNETT'S \$50,000.—RAILROADS MAKE PROSPERITY.

# LESLIE'S

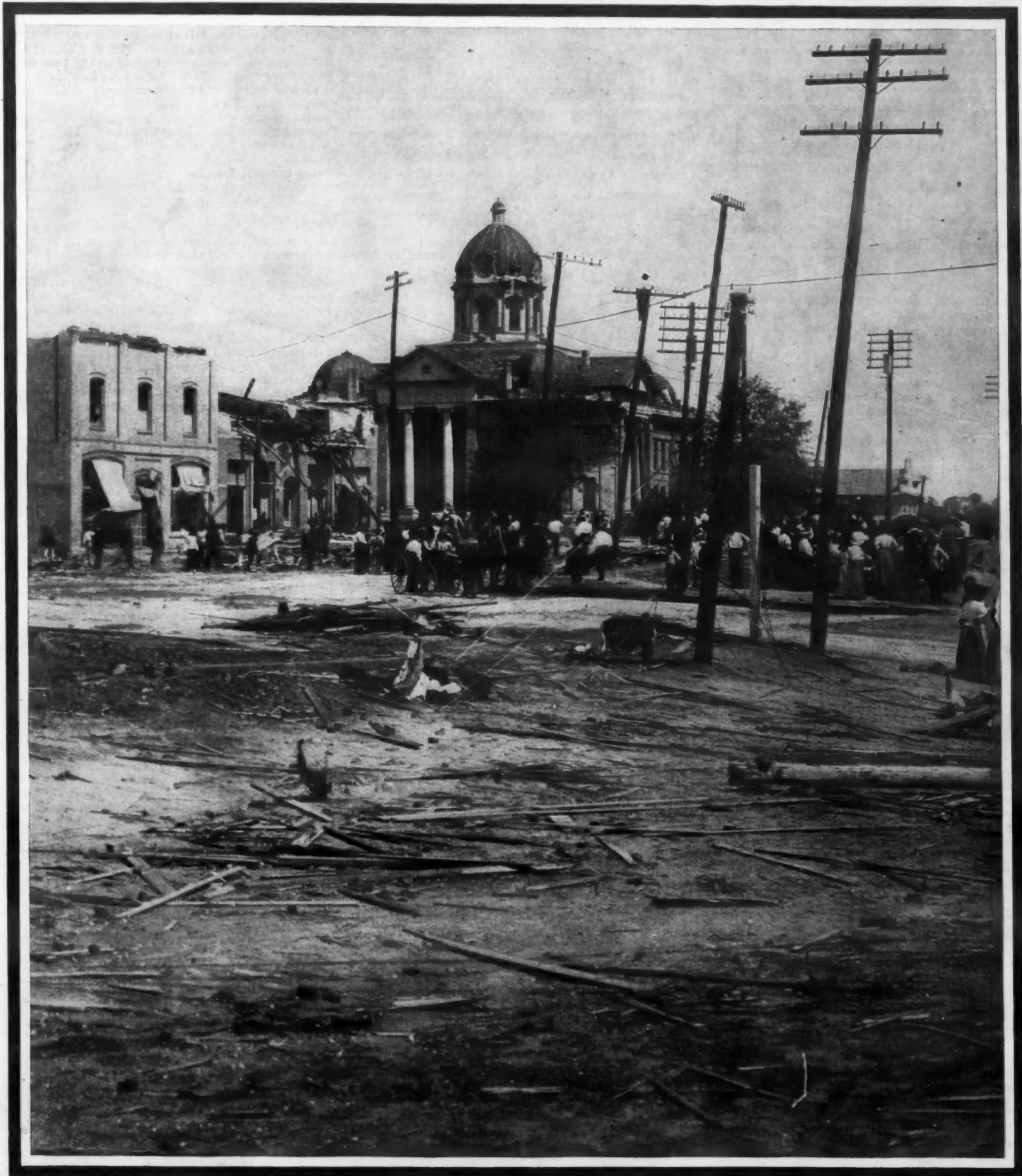
## ILLUSTRATED WEEKLY

THE OLDEST AND BEST ILLUSTRATED WEEKLY IN THE UNITED STATES.

Vol. CVI. No. 2748

New York, May 7, 1908

Price 10 Cents



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### The Most Terrible Tornado for Many Years in the South.

HOMELESS SUFFERERS FROM THE GREAT STORM GATHERED AT THE COURT HOUSE, ONE OF THE FEW BUILDINGS LEFT, AT PURVIS, MISS.—THE TORNADO, WHICH SWEEPED FIVE STATES, DESTROYED MILLIONS OF DOLLARS' WORTH OF PROPERTY, KILLED FIVE HUNDRED PERSONS, AND INJURED FIFTEEN HUNDRED.

Photograph by I. de Seguin. For other tornado pictures see page 449.



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## NOTICE TO THE PUBLIC.

Parties representing themselves as connected with LESLIE'S  
WEEKLY should always be asked to produce credentials. This  
will prevent imposition.

The publishers will be glad to hear from subscribers who have just  
cause for complaint of delay in the delivery of their papers, or for  
any other reason.

If LESLIE'S WEEKLY cannot be found at any news-stand, the pub-  
lishers would be under obligations if that fact be promptly reported  
on postal card, or by letter.

Thursday, May 7, 1908.

## A Too Long Neglected Problem.

ALMOST for fifty years this country has suffered from an inefficient and inelastic currency system. In no other civilized land have interest rates for money been subject to such extreme fluctuations as they have been here in times of stringency. Every fall, with a recurrence of the crop movement, money rates advance sharply, sometimes to almost prohibitive figures. In other countries an elastic banking system has long since been provided, so that a strain upon the money market is immediately and satisfactorily met without putting the rate of interest to outrageous figures.

We have no hesitation in saying that the problem of readjusting our currency laws is of greater consequence than any other before the American people. The extent of the damage to business and the injury to the nation's prosperity from our inelastic currency cannot be measured. Curiously enough, the masses of the people pay so little attention to this matter that neither the executive nor the Congress is moved to give it special consideration. Banking is never a popular subject, because it is one that only experts and experienced business men understand. The yellow press and the muck-raking magazines, by their attacks upon our great financiers and upon Wall Street, have led the people to believe that the bankers as a class are monopolists, accumulators of tainted money, and promoters of schemes to fleece the people. So a great problem vitally affecting the welfare of the nation and the prosperity of the people is neglected, while executive messages and legislation by Congress are devoted to the purpose of satisfying the exactions of organized labor, terrorizing the railroads, or busting the trusts.

The widespread business depression has prompted Congress at last to try to do something with the currency problem. Two bills, the Aldrich and the Fowler, have been introduced—the former is a mere makeshift, but with the Vedder amendments it would be in the line of progress, while the Fowler bill goes too far. The New York Chamber of Commerce, in this emergency, has suggested the appointment of a commission under the Lovering bill now before Congress, to carefully investigate the currency systems of all the great nations and recommend legislation at the next session of Congress. It is hoped that some bill of this character will meet the approval of Congress and the executive, if time can be spared from the demands of practical politics to enable these branches of the government to devote attention to a question that relates to the welfare of the nation.

## Dangerous Extravagance of Congress.

IN OPPOSING the President's proposition for four more battleships in the present session of Congress, Representative Tawney, of Minnesota, said that "in preparation for war the United States, with an army of 52,000 men and a navy of 42,000, is expending this year only \$66,000,000 less than England, with an army of 204,000 men and a navy of 129,000 men; only \$35,000,000 less than Germany, with her army of 600,000 and her navy of 62,000; and we are spending \$2,683,000 more than France, with her army of 550,000 men and her navy of 56,000 men." These are portentous words for the Republican party which is in control of all branches of the government. The man who uttered them is chairman of the House Appropriations Committee and one of the Republican leaders of that chamber. Moreover, the appropriations for the army and navy which he denounced thus when they were before the House have been increased since that time. They are larger than in any year except during the Civil War and the Spanish war periods. This immense outlay in time of profound peace is, considering the relatively diminutive size of our army and navy, discreditable to the Republican party, and may prove dangerous to the party during the cam-

paign. It shows that there are leaks somewhere, and a needless and wicked wastefulness which ought to be stopped immediately.

Do the President and the chiefs of the Republican party in Congress realize that, while a year ago we had a prosperity unequalled in the country's history, we are now passing through a period of industrial stagnation? Are they aware that, as compared with twelve months ago, the government's income is decreasing while its outgo is increasing? Can they not figure out that, while the revenues exceeded the expenditures by \$85,000,000 for the fiscal year ending with June 30th, 1907, there is an immense shortage in the revenues thus far this year, and this deficit will be between \$50,000,000 and \$65,000,000 when June 30th, 1908, arrives? Are the Republican chieftains ignorant of the fact that a President and a Congress are to be chosen this year?

What sort of a defense will the Republican campaign leaders, editors, and stump speakers put up for their party in the canvass which is just ahead of us, when the Democratic chieftains and Democratic spellbinders ask them to explain how it is that the treasury surplus of \$85,000,000 in 1907 has been displaced by a treasury deficit of \$65,000,000 for 1908?

## Bryan and Widow Bennett's \$50,000.

ONE INCIDENT in the career of William Jennings Bryan which gave him much undesirable notoriety was the Bennett will case, in which Mr. Bryan was apparently revealed as trying to secure \$50,000 from a dead man's estate through a secret bequest and against the will of the widow. Few persons are familiar with the circumstances of this affair, but all voters ought to look into them. Mr. Bryan is a public personage who is seeking a third nomination for the presidency, and the people are entitled to know him as he is. A clear and impartial statement of the facts in this case will throw a great deal of light on his character and his fitness to be a candidate for the nation's highest office. In this issue of LESLIE'S WEEKLY is begun a series of articles which deal fairly and without malice, but plainly and without evasion, with Mr. Bryan's action in the instance referred to. The story will prove interesting and illuminating and it should be read by every American citizen.

## The Conscience Issue in New York.

IS THE getting of votes of greater importance than obedience to the dictates of conscience? This question, to which there can be but one answer, has been raised, in this State, most unfortunately for the Republican party in New York, on the eve of an election involving not only the political control of the State, but possibly the presidency itself. This issue has been raised by the chairman of the executive committee of the Republican State committee, in a bitter outburst against the most popular Republican in the State and its foremost citizen, Governor Hughes. What the people think of the issue has been quickly shown. At Albany, where the attack on the Governor was made, a vigorous protest against the methods of his assailant and a remarkable demonstration in favor of Governor Hughes was made at an enthusiastic mass-meeting called to indorse the Governor's attack on race-track gambling and to denounce a senator who had failed to follow the wishes of his constituents or his own conscience, and had yielded to the despotic command of his local boss.

The mass-meetings at Albany, Troy, Brooklyn, Utica, and other leading cities in the State, which followed so quickly upon the adjournment of the Legislature, and which, with unmistakable emphasis, voiced the popular demand for the suppression of race-track gambling, mean but one thing, and that is that unless the Republican Legislature at its approaching special session shall wipe out the race-track gambling infamy, this State will be lost to the party this fall. In the light of such a perilous situation the people look to the Republican leaders to sacrifice personal considerations and to give Governor Hughes their immediate and unquestioned support. But we fear that they may look in vain if some of the headstrong and youthful aspirants for leadership are permitted to go on in their reckless course.

The trouble with them is simply this: They are far more concerned over control of the party organization and its advantages and emoluments than over party success at the polls. Their principal objection to Governor Hughes is that he will not take orders from them. They have been so long in the habit of giving orders to their followers in the Legislature, in Congress, and in State offices, that they have no patience with a Governor like Mr. Hughes, who believes that he has been retained by the people and that his first obligation is to them. To quote his words from his eloquent and spirited address at the Albany mass-meeting:

It is well that there should be organization to advance party principles; it is well that it should be effective; vigorous and skillful leadership is required. But it is the duty of an elective officer to serve the people and not any particular man, and no party leader has the right to assume the role of dictator or so to violate the manhood of elected officials as to parade them before the people as subject to his domination.

It is given out by some of our rash and inconsiderate leaders that in this presidential year the Republicans of New York can elect any State ticket they may choose to name. They forget that in 1888 President Harrison received the electoral vote of New York, while David B. Hill carried it for the governorship on the Democratic ticket. They forget that on moral issues the Republican party has always stood with the conscience of the people and has always won when it has thus stood. They forget that if the Republican party fails to stand by Governor Hughes on the questions of the maintenance of the constitution, the enforcement of the law, and the suppression of evil, there can be no hope of success for any State ticket the Republicans may name, and little hope, we fear, for its presidential ticket.

Leaders of the organization who are seeking to save themselves by sacrificing Governor Hughes will wreck the party and go down with the wreck to well-deserved oblivion.

## The Plain Truth.

WE HAVE great respect for our able, good-natured, and generous-minded friend, ex-Congressman William Ward, the Republican national committeeman from the State of New York, and the Republican leader of Westchester County. He is the salt of the earth. But haven't his good nature and generosity gone too far when he gives to Secretary Taft the lead in the poll of Westchester County on the presidential preference question? We think so. Brother Ward is a shrewd politician and knows how to milk his cows in the dark. He was too shrewd to announce before he held his primaries that he would have to oppose Governor Hughes at Chicago and be for Taft. Canny William! He knew that the Hughes men, who predominate in Westchester County, might have something to say if they heard what Brother Ward was up to. Now they think they will have to have their say a little later on.

THE MORE prominent the position which a man occupies, the more carefully should he weigh every word publicly spoken; this is particularly true of any words reflecting discredit upon other individuals, whoever they may be. Representative Sims, of Tennessee, cast reflection only upon himself in the House the other day when he used the privilege of his position to make charges against Secretary Loeb. It is safe to say that no more honorable or conscientious private secretary than William Loeb, Jr., has ever served any President. Even if this were not true, it would be absurd to suppose that any man occupying so exposed a position would stupidly jeopardize his place and his reputation by the misuse of power in connection with a local Washington corporation that is constantly in the limelight. Mr. Sims insinuated that Mr. Loeb, in some mysterious and unworthy way, has accumulated a large fortune during his employment at the White House, and quoted as proof the ownership of 4,700 shares of stock in the Washington Railway and Electric Company. We are not dwelling on the simple and comparatively unimportant fact that this is not true. Mr. Loeb's refutation of the charge was as prompt as it was explicit. The point we do dwell upon is Mr. Sim's unworthy use of his privileged position. There is no discipline possible for him other than public disapproval, and yet the reprehensible carelessness of such men as he, in such a position as he occupies, can do incalculable harm to the innocent.

A STRIKING illustration of the indignities to which corporations are subjected without right or reason, in these days of muck-raking and strenuousness, is found in the experience of the American Ice Company, a leading factor in the ice industry in several of the great Eastern States, and long stigmatized as "the Ice Trust." Every penny-a-liner and sensational writer who has had nothing else to do has made it his business to denounce the so-called infamies of this trust. Under the stimulus of this provocation, two or three grand juries and at least two attorney-generals of the State have seized the books of the company on different occasions, virtually stopping the business of the concern or seriously embarrassing it for months at a time. As a result of all these prosecutions, hearings, and denunciations, both the grand juries failed to find an indictment. Governor Hughes, at the earnest solicitation of our muck-raking attorney-general—a gentleman of the Hearst stripe—directed the impaneling of a special grand jury for an official investigation. One of the ablest prosecuting attorneys, Mr. James W. Osborne, was put in charge of the case as the special deputy attorney-general. All the books, papers, and correspondence of the company were again brought to the grand jury room, and once more the result is a unanimous report dismissing the case against the company. It is impossible to estimate the injury the business of a great corporation suffers by such protracted, repeated, and prejudiced investigations. It is safe to say that the cost to the American Ice Company has not been less than \$200,000. The loss has, of course, fallen upon its thousands of shareholders. All this has been done not to unearth wrongs or to correct evils, but to curry popular favor, and in one instance, as has been clearly disclosed, the investigation had behind it a purpose to make a profit in the stock market. Certain gentlemen, who sold the stock short on the supposition that their charges against the company would cause a slump in the market, were called up with a short turn and made to face a loss estimated at from \$50,000 to \$150,000. Naturally these gentlemen never recovered their equanimity, and they have been prominent ever since in the outcry for another investigation of the "infamous Ice Trust."



# People Talked About

THE HONOR of being the first candidate actually in the field for election next fall belongs in New York State to Hon. Seth G. Heacock, of Ilion, N. Y., who has been re-nominated for State senator by the Republicans of the thirty-second district. His re-nomination was the more remarkable in that it was made by a new district, New York having recently been redistricted. Mr. Heacock's popularity, both in his own district and through the State, is doubtless due in large part to his earnest Republicanism, his sincere devotion to the public service, and the loyal support he has always given to Governor Hughes. As one of the counties of the old district said in its resolution regretting that the change of districts must sever political relations, "He has been found at all times on the right side of every public question. He has won the confidence and respect of his associates because of his absolute integrity and sterling worth. He has so discharged the duties of his office that he has reflected the highest credit upon himself and the people of his district. Naturally, when there is so much talk about the probability of Governor Hughes's securing first place on the national ticket, there is a little talk about who should head the State ticket in the next campaign. Among those most prominently mentioned for this position is Mr. Heacock.



HON. SETH G. HEACOCK,  
One of New York's most popular  
Republican leaders.  
Thompson.

IT IS expected that the man to second the nomination of Secretary Taft for the presidency will be Thomas L. Hartigan, who was recently elected a delegate from the Philippines to the Republican national convention. Mr. Taft's friendship for Mr. Hartigan is well known, and it is said to be at his request that the national committee has made the assignment. As chief attorney for the Roman Catholic Church in the Philippines and principal intermediary in the negotiations for the settlement of the friars' lands question, Mr. Hartigan has been a prominent figure in Filipino affairs. He went to the islands as major in a regiment of volunteers, and liked the country so well that he remained to engage in the practice of law. He was for many years superintendent of the city delivery department of the Chicago post-office and an officer in the National Guard of Illinois. He left Manila early in March, soon after his election, for a visit to his old home before the national convention.

IT IS generally agreed that there are many individuals who possess a degree of hypnotic power and who exercise it, consciously or unconsciously, to their great advantage in business, but it is only recently that this gift has been regarded as useful in the gentle art of pugilism. The ease with which Tommy Burns, the American, now the champion boxer of the world, has disposed of a number of his antagonists in the ring has seemed to enthusiasts in the sport as nothing less than extraordinary. In explanation of his wonderful prowess, it is said that he hypnotizes his opponents. When questioned on the subject, Burns declared that he was no mesmerist, or, if he was, he was unaware of the fact. When asked if he attached any importance to the power of his eyes in misleading or confusing an opponent, he replied, "Well, I usually find that I can steady my man up a bit when I get my gaze well fixed upon him, but I have not considered that fact from the point of view of hypnotism or mental suggestion." Nevertheless, those who observed the peculiar behavior of Jack Palmer at Wonderland, England, and of Jem Roche in Dublin, while they were exchanging fistic courtesies with Burns, are convinced that the latter's eyes were even more potent than his skillful hands.



TOMMY BURNS,  
Champion boxer of the world, who is said  
to hypnotize his opponents in the  
ring.—Sketch.

SIXTY-FOUR years of wedded life, attended throughout with good health, success, and happiness, has been the blessing bestowed by Providence on Mr. and Mrs. John Howard King, of Uniontown, Pa., whose latest wedding anniversary was recently observed. Mr. King is now nearly eighty-eight years old, and his wife almost eighty-six. One of the remarkable features in connection with this couple is that, although the family numbers forty-eight persons, including Mr. King and wife, five children, thirty grandchildren, and eleven great-grandchildren, there has not been a death in it, except one infant, since 1865.



MR. AND MRS. JOHN HOWARD KING,  
Wedded for sixty-four years, a happy model couple, who never  
dreamed of divorce.—Crafts.

Even now all are in good health, and from present indications Mr. and Mrs. King might live to celebrate their seventy-fifth anniversary. Mr. and Mrs. King say that they are happier now than when they were young. All the years of Mr. King's life have been passed near Uniontown. Throughout their lives this couple have been early risers and regular in their habits. Both have strong constitutions. For a stretch of thirty years Mr. King never required a physician. He is now troubled with rheumatism. He uses tobacco sparingly. His memory regarding past events is perfect. Mr. King is a Republican and expects to vote this year in his seventeenth presidential election. His eyesight is poor, but his wife's eyes are still strong and she reads the news to him.

DURING his political tours Secretary Taft has attended many notable banquets at which he has been the guest of honor, but nowhere has he experienced more delightful hospitality than at the recent annual dinner of the Commercial Club at Council Bluffs, Ia. The secretary is popular in that State, whose Republican convention has instructed its delegates to support his cause in the national gathering at Chicago. The banquet-room was finely decorated, the chief feature being the emblem of the State wrought in flowers with the name of Taft made large upon it. The secretary spoke upon the Philippines and received an ovation. While in Council Bluffs Secretary Taft was lodged at the home of General Grenville M. Dodge, the commander-in-chief of the order of the Loyal Legion of the United States and president of the Grant Memorial Commission, of which Secretary Taft is also a member. The general is a veteran of the Civil War, in which he attained the rank of major-general, and is a widely known railroad engineer and manager, being at present chairman of the board of directors of the Colorado and Southern Railway. He has been a member of Congress and a delegate to several Republican national conventions, and was formerly president of the Society of the Army of the Tennessee. The secretary and the general were snapshotted together just after a ride in an automobile.



TWO EMINENT AMERICANS.  
General Grenville M. Dodge and Secretary Taft snapshotted during  
the latter's visit to Council Bluffs, Ia.—Cox.

PERHAPS the greatest and most delicate problem which confronts the American occupation in Cuba to-day is the revision of the laws, to make them conform with the needs of the people and accord with the aspirations of the best thought of the island. This task calls for the liberal use of the pruning-knife in cutting out the incongruities in the law, without antagonizing too deeply the national pride or the natural predilection for the old régime. This task has been intrusted to twelve jurists, known as the "Advisory Law Commission," with Colonel E. H. Crowder, U. S. A., as the president. Colonel Crowder, as a judge-advocate in the army, has devoted many years to the study of Spanish laws in our colonies, and his familiarity with the temper and qualifications of the Cuban people makes him especially competent to head the commission. He is tactful and well versed in jurisprudence, and recognizes that conditions are different in Cuba from those in the Philippines, where he acted as legal adviser to the military governor. The revision of the laws is nearly completed, and the lion's share of the work has fallen upon Colonel Crowder. The success which Governor Magoon believes will crown the commission's efforts will be due to this quiet, unostentatious, but studious and able officer. Colonel Crowder was graduated from West Point in 1881 and five years later entered the judge-advocate department of the army. During the Japanese-Russian War he was in Japan in a confidential capacity.



COLONEL E. H. CROWDER,  
President of the commission which  
has been revising the laws of  
Cuba.—Mrs. C. R. Miller.

AN ACT of philanthropy rarely paralleled has won for Mrs. William Wheeler Smith, of New York, the sincere esteem of the people of the metropolis. Not long before his recent death her husband, who was an eminent architect, consulted with her regarding the disposition of his fortune of \$3,000,000. The couple had no children, Mr. Smith had no near relatives, and so Mrs. Smith would have been made the inheritor of the wealth had she so wished. But, being a woman of philanthropic bent and simple tastes, she relinquished her claim to an annual income of over \$200,000, and announced that she would be content with only \$8,400 a year. This sum would seem like riches to the average person, but, in accepting so much less than she might have received, Mrs. Smith gave a fine exhibition of the virtue of self-denial.

EVEN the out-of-the-way corners of the earth are fast falling into the customs of modern civilization. In this respect the inhabitants of the faraway Society Islands in the South Pacific have not been altogether backward. Not long ago on the island of Tahiti, one of the smallest of the colonies distant from her European domain ruled by France, there was held a beauty show, in which prizes were awarded to the successful competitors in much the same way as this sort of thing is done in France itself. The chief prize for pulchritude went to Mademoiselle Vahimiti, and apparently without any of that questioning of the competence of the judges which is too common on such occasions. The young lady, whose attire is the somewhat unconventional native one, is regarded by her own people as a model of good looks and physical perfection, and her portrait shows her to possess comeliness in even Western eyes. Tahiti's handsomest woman is said to be of royal blood, her ancestors having ruled for generations over one of the islands in the Society group. Not all the inroads of modern change have sufficed to cause the Tahitians to lose their traditional reverence for their princely families. She is therefore an uncrowned queen as well as a belle among her people, by whom she is held in the highest esteem.



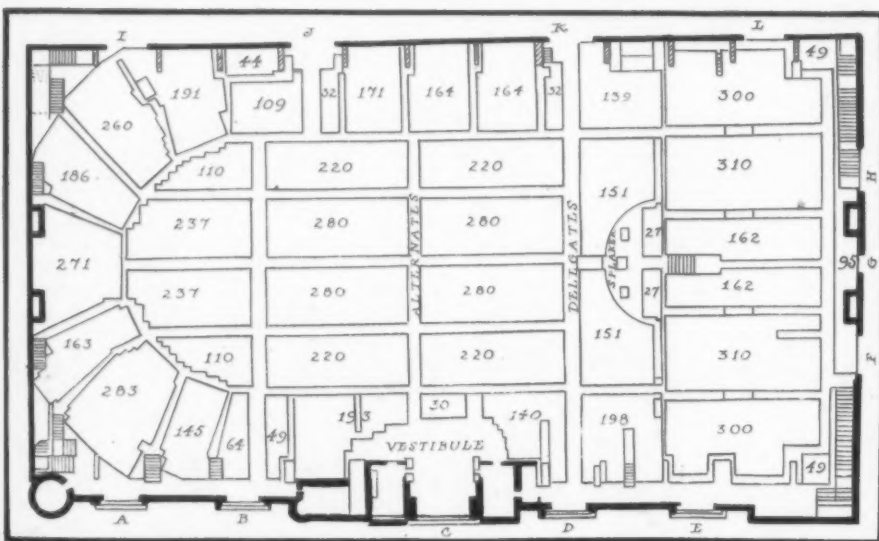
MADemoiselle VAHIMITI,  
The handsomest woman in the  
island of Tahiti.  
Gauthier.



## Planning for the Republican National Convention



STEPHEN R. MASON, APPOINTED CHIEF DOORKEEPER OF THE REPUBLICAN NATIONAL CONVENTION, TO HAVE CHARGE OF TWO HUNDRED MEN.  
Mrs. C. R. Miller.



SEATING PLAN OF THE MAIN FLOOR OF THE COLISEUM, CHICAGO, WHERE THE NEXT REPUBLICAN NATIONAL CONVENTION WILL BE HELD—THE FIGURES SHOW THE NUMBER OF SEATS IN EACH SECTION SO MARKED, AND THE LETTERS INDICATE THE ENTRANCES TO THE SPACIOUS HALL.—Re-drawn from the plan furnished by Architect Arthur G. Brown.



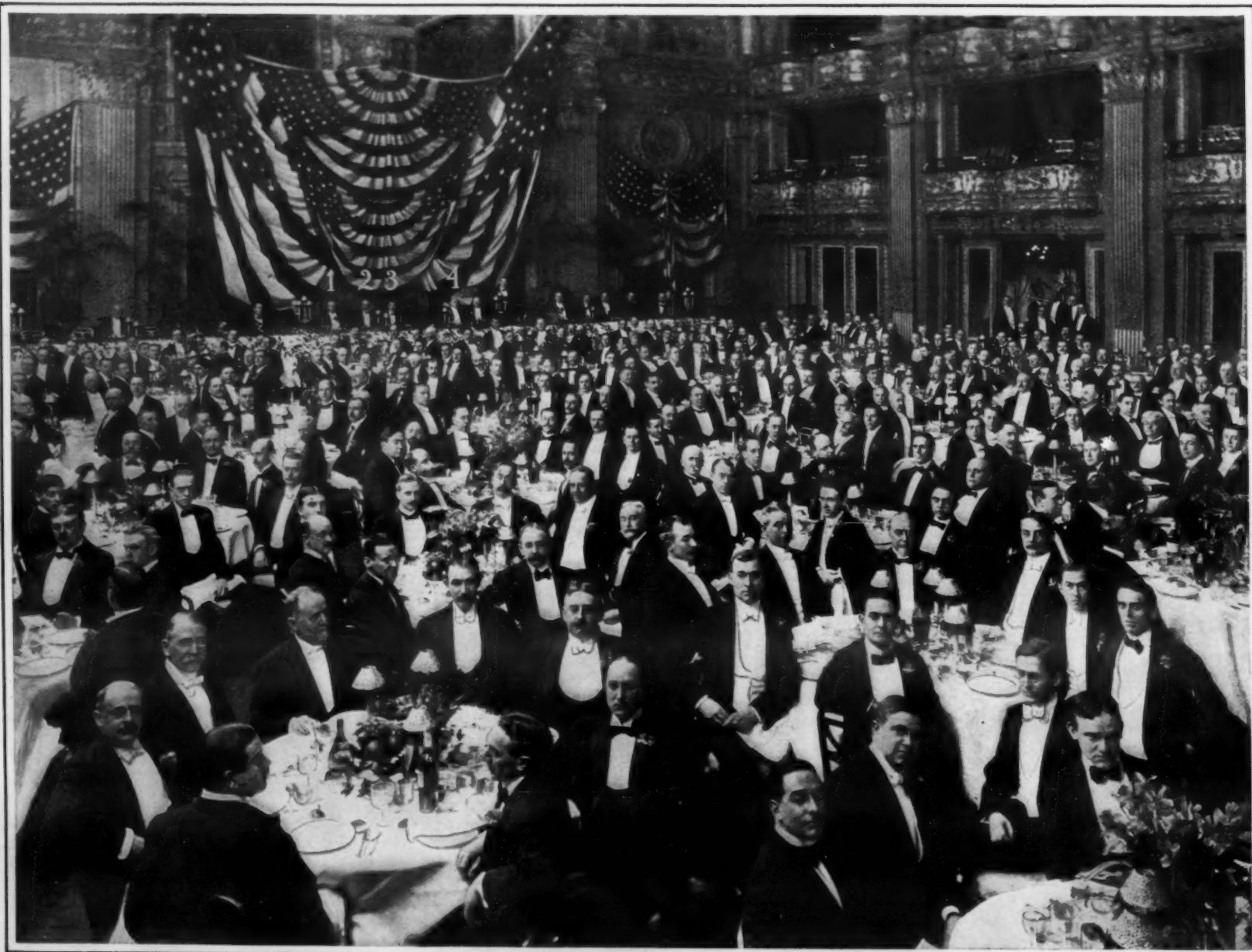
PHILIP W. TRUEHEART, CHOSEN BY SERGEANT-AT-ARMS STONE AS HIS PRIVATE SECRETARY FOR THE ARDUOUS WORK OF THE REPUBLICAN NATIONAL CONVENTION.—Mrs. C. R. Miller.

ALTHOUGH the Republican national convention is more than two months off, Sergeant-at-Arms Stone is actively engaged in formulating plans for the comfortable accommodation of what promises to be the largest and most representative gathering in the history of the Republican party. The convention hall, the seating capacity of which is among the largest in the country, is already in the hands of a competent architect, who will arrange the interior of the building according to the plan shown in the accompanying drawing. In this way the hall can be made to accommodate without any inconvenience three thousand persons more than it did four years ago, thus making the seating capacity, including the gallery, a little over eleven thousand. Several thousand badges are to be selected (for the convention requires nearly three thousand employees), and designs for these have been submitted; there is printing of various kinds,

decorations, music, and an endless chain of small matters to be looked after, to say nothing of the demand for tickets which has already commenced. While the greater part of this work must be done by Mr. Stone, he is in frequent communication with Chairman New and Secretary Dover of the national committee, and the harmony in which the three gentlemen are working insures the success of the convention arrangement.

The sergeant-at-arms has already selected three men who are to be his chief assistants aside from his corps of assistant sergeants-at-arms. Mr. Philip Trueheart, of Baltimore, is named as his private secretary. Mr. Trueheart is a young man of agreeable manners, possessed of the requisite tact and firmness to handle with success the delicate problems that will confront one in his position, enabling him to relieve the sergeant-at-arms of many embarrassing situations without giving offense or creating the impression of

partiality. Mr. Stephen R. Mason, also of Baltimore, will act as chief doorkeeper. While Mr. Mason is a warm personal and political friend of Mr. Stone, his selection was due mainly to his pre-eminent fitness for the place. The duties of chief doorkeeper are next to those of the sergeant-at-arms himself—the most arduous and responsible of any connected with the running of the convention. His long and successful career has brought Mr. Mason in contact with the people in political life and has given him a thorough knowledge of men. He will go to Chicago the latter part of May. Mr. Mason will have under him nearly two hundred assistants, each receiving five dollars per day. These men will be selected with great care, and then organized and disciplined so as to allow no confusion or overcrowding. Mr. Lee Hechinger, of East Orange, N. J., will again be the chief clerk—a position which he filled with ability four years ago.



SIX HUNDRED EDITORS AND PUBLISHERS AT A BANQUET.

JOINT DINNER OF THE ASSOCIATED PRESS AND THE AMERICAN NEWSPAPER PUBLISHERS' ASSOCIATION AT THE WALDORF-ASTORIA HOTEL IN NEW YORK, AT WHICH UNITED STATES SENATOR KNOX, WILLIAM J. BRYAN, AND OTHER WELL-KNOWN MEN MADE SPEECHES.—Copyright, George R. Lawrence Co.  
1. Herman Ridder, president of the American Newspaper Publishers' Association. 2. General Charles H. Taylor, of the Boston Globe, who acted as toastmaster. 3. Frank B. Noyes, president of the Associated Press. 4. Melville E. Stone, general manager of the Associated Press.



## News Photo Prize Contest—Florida Wins the \$10 Prize



ONE OF THE MOST NOTABLE RELIGIOUS GATHERINGS OF THE YEAR—RECENT GREAT MEETING OF THE LAYMEN'S MISSIONARY MOVEMENT AT CARNEGIE HALL, NEW YORK, WHERE FIVE THOUSAND PERSONS WERE ADDRESSED BY SECRETARY TAFT AND OTHER PROMINENT MEN.—Copyright George R. Lawrence Co.

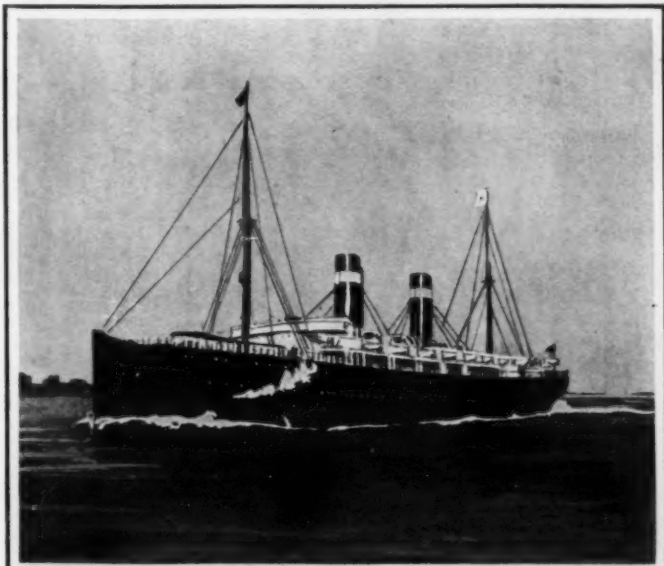
Those taking an active part in the proceedings were: 1. Secretary Taft. 2. John R. Mott, associate secretary international committee Y. M. C. A. 3. Samuel B. Capen, of Boston. 4. J. A. Campbell White, general secretary of the movement. 5. Charles M. Alexander, the revivalist singer. 6. Silas McBee, publisher of the *Churchman*. 7. Bishop David H. Greer, bishop coadjutor diocese of New York. 8. Bishop Joseph C. Hartzell, missionary bishop of the M. E. Church.



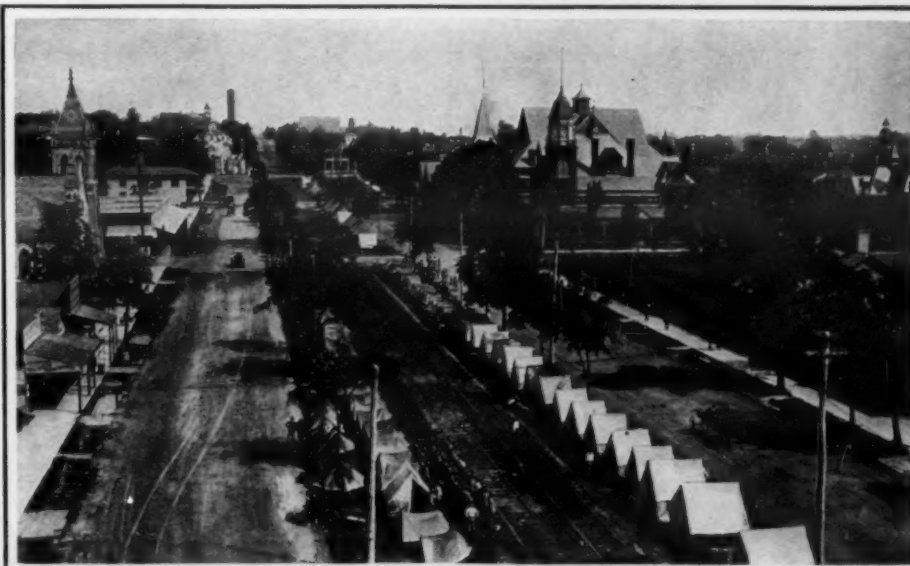
A NOTED METHODIST SCHOOL IN RUINS—TROY CONFERENCE ACADEMY, AT POULTNEY, VT., WRAPPED IN FLAMES—THE FIRE ENDANGERED 150 STUDENTS AND CAUSED A LOSS OF \$80,000.—Edward W. Colvin, Vermont.



A BAD FIRE IN NEW YORK CAUSED BY AN OVERTURNED COOK STOVE—SEVERAL BUSINESS PLACES ON EIGHTH AVENUE RUINED, WITH A LOSS OF \$50,000.  
Henry Adams, New Jersey.



A MERCHANT VESSEL THAT SANK A WARSHIP—AMERICAN LINE'S FAMOUS STEAMSHIP "ST. PAUL," WHICH RECENTLY RAMMED AND SANK THE BRITISH CRUISER "GLADIATOR" OFF THE ENGLISH COAST IN A BLINDING SNOWSTORM—NEARLY FORTY MEN ON THE CRUISER PERISHED—THE "ST. PAUL" WAS ONLY SLIGHTLY DAMAGED.—Amos Morton, New York.



(PRIZE WINNER \$10.) PICTURESQUE FEATURE OF THE STREET-CAR STRIKE AT PENSACOLA, FLA.—STATE TROOPS CALLED OUT TO PRESERVE ORDER, ENCAMPED BESIDE THE RAILROAD TRACK ON PALAFOX STREET, THE LEADING THOROUGHFARE OF THE CITY.  
Charles Cottrell, Florida.



# Why William J. Bryan Failed To Get the Widow Bennett's \$50,000—No. 1

WHY THE CONTEST FOR \$50,000 DID NOT ATTRACT THE ATTENTION IT DESERVED—  
MR. BRYAN'S OWN EXPLANATION OF THE CASE

By James Melvin Lee

MANY men assert that Mr. Bryan is an earnest, sincere person, who seeks only the success of the principles he advocates. Others do not hesitate to say that he is insincere and thinks only of his own selfish advancement, regardless of the best interests of his party. The real character of W. J. Bryan was forcibly brought out by the singular revelations in the famous Widow Bennett \$50,000 case. It is our purpose to lay before the public the actual facts in the litigation, and then let each reader draw his own conclusion.



MR. BRYAN, WHO DREW THE BENNETT WILL, AND MRS. BRYAN, WHO DID THE TYPEWRITING, ON THE PORCH OF THEIR OLD HOME.—From stereograph copyright by Underwood & Underwood.

No single event in Mr. Bryan's career sheds so much light upon his true character as his contest for the \$50,000 left him by the will of Philo S. Bennett, a resident of New Haven, who was killed in a runaway accident in the summer of 1903 while taking a trip through the West. When this will was offered for probate in the Probate Court at New Haven, it was found that \$50,000 was given to Mrs. Bennett "in trust for the purposes set forth in a sealed letter which will be found with this will." This letter directed that this large amount of cash should be paid to William Jennings Bryan, of Lincoln, Neb. The will also gave Mr. Bryan \$20,000 and Mrs. Bryan \$10,000 to distribute for educational purposes. Another bequest gave \$1,500 to Salem, Ill., for the purpose of erecting a library on the site of the birthplace of Mr. Bryan. Mr. Bryan was named and qualified as the executor!

There are several reasons why the contest—for the widow and other heirs objected to the \$50,000 bequest—did not attract the attention it really deserved. In the first place, Mr. Bryan had twice been defeated for the presidency, and there was no danger at that time of his receiving the nomination in 1904. At the time the will was before the Probate Court at New Haven—the last of October, 1903—John Alexander Dowie was encamped in New York City, having brought on his forces from Zion City in hopes of becoming an Alexander the Great. All the political interest was centred on the fight between Mayor Low and Mr. McClellan, which was fast drawing to a close. These, among other reasons, account for the little interest which the Bryan-Bennett will case attracted.

For the benefit of those who have not heard of the case or who have forgotten the incidents, it might be well to say a few words about Mr. Bennett. At the

time of his death he was the senior member of the firm of Bennett, Sloan & Co., wholesale dealers in teas, coffee, and spices, at 100 Hudson Street, New York City. The firm had started in business at New Haven, but later came to New York. Of Mr. Bennett Mr. Bryan speaks as follows in *The Commoner*: "Starting in life a poor boy, he had worked his way up, and by his honesty and by his integrity, by his industry and his knowledge of business, he made himself a competency." Though Mr. Bryan says nothing about the part played by Mrs. Bennett, yet he probably would not question the fact that she ably seconded her husband in his work and was a true helpmate to him—especially in those days when Mr. Bennett was getting his start in life.

When Mr. Bryan was on the stand before the Probate Court at New Haven on October 21st, 1903, he told how he first met Mr. Bennett:

"My first acquaintance with Mr. Bennett was in the campaign of 1896, when he was one of the electors-at-large on our ticket in this State, and he was on the train from New York to New Haven, and, as he reminds me in this letter which I shall read, rode in the carriage from the station to the hotel. The next time I had my attention called to him was after the election, when I received a letter which he had written before the election. The first letter I received from Mr. Bennett was dated at New York, October 30th, 1896."

The letter, which Mr. Bryan read and placed in evidence, said that Mr. Bennett desired to give Mr. Bryan \$3,000 in case the latter was defeated—which he was. Mr. Bryan's paper, *The Commoner*, says in its issue for November 6th, 1903, that this amount was paid as follows: \$1,000 in 1897, \$1,000 in 1898, \$1,000 in 1899.

From 1896 till 1900 the relations between the two men continued to grow closer, until in May of the latter year Mr. Bennett made his will with the bequests already mentioned. *The will was drawn by Mr. Bryan in his own home at Lincoln, Neb. Mrs. Bryan did the typewriting!* In view of these facts, it seemed but justice to offer Mr. Bryan an opportunity to speak for himself. Mr. Bryan has availed himself of this opportunity and states his side of the case in the following letter to the editor of *LESLIE'S WEEKLY*:

"MY DEAR SIR: Your favor at hand. Answering

your suggestion that you would be glad to publish an explanation of the Bennett case, I beg to say that no explanation is necessary. I give below a statement of the facts, as any one can learn them who will examine the record.

"Mr. Bennett was twice an elector when I was a candidate for the presidency, and was a close political and personal friend. He was worth about \$300,000 and had no children. In the spring of 1900 he came to my house and asked me to assist in the drawing of a will. In that will he set apart for his wife about \$100,000. He made bequests to all of his relatives, and, after providing for his family, had in the neighborhood of \$100,000 left. He made a number of bequests to persons and institutions in his home city, and consulted me about the disposition that he wanted to make of \$81,500. Fifteen hundred dollars was given to Salem, Ill., for a library, I agreeing to add an equal amount and the site (which I have done). The library is to be built on the site of the house in which I was born, and to be called the Bryan-Bennett Library. Thirty thousand dollars were set apart for educational purposes, \$10,000 to establish prizes, \$10,000 to assist poor boys to obtain an education, and \$10,000 to assist poor girls to obtain an education. The money for the prizes and the money for the education of the boys was to be distributed by me, and the money for the education of the girls to be distributed by Mrs. Bryan. The funds have been so distributed that Mr. Bennett has a memorial in every State but one.

"The remaining \$50,000 he desired bequeathed to me, one-half to me personally and the other half to members of my family. The bequest was intended to enable me to carry on the work in which he was, like myself, deeply interested. I explained to him that as there was no likelihood of his immediate death, I might not care to accept it at the time of his death, and suggested that he give it to his wife in trust, and by a letter tell her what he wanted done with it. This he did. He took the will back with him to New York, executed it there some days afterward, put it in a safety-deposit vault, of which he had the key, and kept it there for something over three years.

"The matter was never referred to again by him or by me, and I did not know when he died whether the will was still in existence or not. When the will was opened, it was found to be the one which I helped him to prepare, and, as an executor named in the will, I took charge of and administered the estate.

"As soon as Mrs. Bennett's lawyer informed me that Mrs. Bennett objected to the \$50,000 bequest, I told him, and stated in open court, that I would not accept for myself or for my family any part of the bequest without Mrs. Bennett's consent; but that in case she objected to the bequest being made to me, I would administer it according to the letter left for Mrs. Bennett, which directed me to distribute it among educational and charitable institutions, in case I refused to accept it for myself.

"In the contest which was made by Mrs. Bennett and other heirs, the issue was not whether undue influence had been used in the making of the will, or whether Mr. Bennett had testamentary capacity, but merely whether the letter setting forth the trust was sufficiently described in the will. A Republican probate judge, Judge Cleveland, expressly declared in his decision that no objection could be raised to the bequest or to the making of the will except the legal



THE BOYHOOD HOME OF MR. BRYAN—SITUATED ONE MILE NORTHWEST OF SALEM, ILL.—O. S. Marshall.



MR. BRYAN'S OLD HOME AT LINCOLN, NEB.—IN THIS HOUSE THE BENNETT WILL WAS MADE IN 1900.  
Detroit Publishing Co.



MR. BRYAN ON HIS FARM NEAR LINCOLN, NEB.—HIS EARLY AMBITION WAS TO BE A PREACHER, A LAWYER, AND A FARMER.—From stereograph copyright by Underwood & Underwood.



point made against it, namely, that the bequest was not sufficiently identified to comply with the letter of the statute.

"If the \$50,000 had been left to me without any other condition, I would have refused to enter into contest for it; but as I had agreed to distribute it in case I would not myself receive it, I was under a moral obligation to Mr. Bennett from which I could not honorably withdraw after his death, and it was to carry out this moral obligation that I obtained a decision of the court upon the question; and I did it at a considerable expense, the court understanding all the time that, in the event of a decision in my favor, the money would not be accepted by me against the wishes of Mrs. Bennett. The decision was against this provision of the will, and released me from any further obligation in regard to the matter. The \$30,000 for educational purposes was distributed, and the

report has been made and approved. The court allowed me \$2,500 as executor's fees, and that sum was used to cover the inheritance tax and otherwise carry out the wishes of Mr. Bennett.

"Thus you will see that I served as executor without pay and at my own expense, besides having paid attorney's fees and other costs, in the attempt to carry out Mr. Bennett's wishes. Besides costing me money and time, the Bennett case subjected me to the malicious misrepresentations of political opponents; and yet, as it is one of the few instances in which I have been called upon to prove my fidelity to a friend at a cost to myself, I cannot regret the experience.

"I am glad to answer your letter and to have any one interested examine the testimony and record of the court. If any further information is desired, I suggest that you write to Judge Cleveland, who was the probate judge when the contest arose, or Judge

Newton, a Republican of New Haven, who was my leading attorney in the case.

"Appreciating the fairness which you manifest in your letter, I am, Very truly yours,  
(Signed) "WILLIAM JENNINGS BRYAN."

This letter of Mr. Bryan is now published without comment. Next week we shall take up the statements therein, and show how some are in error and others are inconsistent. More important still will be the interesting and vital facts which have been omitted by Mr. Bryan in his explanation, but which we shall recite, as they are absolutely necessary for a correct understanding of the case. We intend to be perfectly fair, candid, and accurate in all that we shall say about this most remarkable and astonishing incident in the checkered career of a leading presidential candidate.

## Odd Features of a Pure-food Exposition



WELL-PATRONIZED COUNTER WHERE DELICIOUS COCOA WAS HANDED OUT TO ALL COMERS WITHOUT CHARGE.



PANCAKE DEPARTMENT WHERE PRETTY WOMEN DEMONSTRATED THE ADVANTAGES OF USING SELF-RAISING FLOUR.

"HAVE you samples of chianti—little bottles, you know?" asked a portly housekeeper, peering into the booth of a California wine company, and finally locating the attractive-looking half-pint bottles. "There they are. Will you give me one please? What! only a taste in a glass? Oh, well, I'll take a taste, anyhow; but my husband is a much better judge of wine than I am, and I would like ever so much to take a bottle home to him because he buys all our wine. Fifteen cents for a sample bottle? Now, I don't see why wine folks can't give samples same as the olive-oil folks do. Just look at the big bottle of oil they gave me. I'm sure it's just as expensive as wine. You know," she continued between sips, "it's really the only way to get customers, because one can't always tell by tasting here, when there are so many things to sample. No, I won't take a sample bottle now; but it's very nice wine and I'll bring my husband around to taste it," and picking up a large paper sack, filled with a medley of small packages, the visitor hurried on to the booth where a woman was baking biscuits to demonstrate a new brand of flour.

It was at the pure-food exposition, held at Lenox Lyceum by the retail grocers of New York. As the aim of the exposition is to demonstrate the values of foods exhibited, and by means of samples to introduce new brands to the public, the Lyceum during the grocers' occupancy was a veritable Mecca for that large class of humanity that will go to any length to get something for nothing. "If they can't take the food away to try at home we like them to sample it here," explained a pretty demonstrator, who dealt out cups of delicious tea to the crowding visitors.

As each person passed the entrance door of the exposition, a paper sack was handed to him or her to carry samples in, and more than half of the sacks when they passed the door again were filled to overflowing with packages of oats, shoe polish, noodles, maple sugar, tiny barrels of cocoa, olive oil, tea, coffee, three-inch sacks of salt, all kinds of breakfast foods, self-raising flour, and numerous other articles, including samples of pure lard, which had been gathered at the booths, where demonstrators talked and cooked their particular brand of pure food into favor.

The macaroni booth, where paste was handed out in little dishes to be sampled, was hidden by the constant flow of visitors, and the pancake stand, where cakes, browned to a turn and smothered in butter and sugar, were dispensed by a pretty girl with a red sash across her



SOME OF THE THOUSANDS WHO SAMPLED FREE MACARONI.

shoulder and a red rose in her hair, appeared like a department store bargain counter during a spring white sale. The delightful pursuit of sample gathering was by no means confined to women. Men, too,

were there, silk-hatted men, policemen in uniform, and men who appeared to be just family men, visited booth after booth, tasting here and gathering samples there, and incidentally enjoying a rapid exchange of glances and words with the witty and pretty demonstrators, whose chief aim was to make their particular stand attractive.

No table d'hôte in New York furnishes the variety of cooked foods that a sample gatherer enjoys at a food show. Teas and coffees and cocoas are mixed with complacency. Macaroni and jelly and hot biscuit, breakfast foods, grape juice, and buttermilk follow each other down the throats of the investigators, regardless of results. The interior of visitors being catered to by some, the exterior was the special interest of others, and pure-skin-food booths were scattered here and there, the demonstrators willing and anxious to try the power of their magic lotions on any one who would lend a hand or a face to be experimented on.

Mr. J. L. Callanan, the genial manager of the grocers' association, was everywhere, seeing that everybody received samples, and his chief assistant, Charles Chamberlain, the press representative and an old newspaper man, was equally busy giving out little heart-shaped cakes of maple sugar, and taking his favorites over to the buttermilk bar and the unfermented grape juice booth, while he talked entertainingly of the benefit to mankind that the pure-food law has brought about. H. Q.

### Alcoholic "Soft Drinks."

BRITISH advocates of teetotalism were lately shocked by the announcement that government analyses of so-called "temperance drinks" showed proportions of alcohol ranging from two to twelve and three-tenths per cent. The liquor laws take no account, for purposes of taxation, of beverages containing less than two per cent., but of 4,147 samples of supposedly innocent drinks examined in the last four years, 3,098 exceeded that proportion. Ginger beers and herb beers were found to have the highest percentage of alcohol, some of them containing as much as claret or Rhine wine. It was shown that a child who drank a pint of some of these teetotal beverages might thus unconsciously consume as much alcohol as if he had taken half a pint of champagne. In justice to the manufacturers it should be said that the high percentage of alcohol is reported to have been accidental, and due to fermentation for which they had not allowed. Taxation of their products will make them more careful.



BEAUTIFUL TRIBUTE TO A FINE WARSHIP.  
COSTLY SILVER SERVICE PRESENTED BY THE STATE OF NEBRASKA TO THE BATTLESHIP "NEBRASKA," NOW WITH THE PACIFIC FLEET.—A. E. DUNN.



## Intense Popular Interest in the Pacific Fleet



HALF A MILLION PERSONS WITNESSING THE GRAND NAVAL PARADE AT SAN DIEGO, CAL.—A COLUMN OF SAILORS AND MARINES A MILE LONG.  
*Leo G. Haase.*



CROWD ON THE DOCKS AT SAN PEDRO, CAL., NEAR THE ARCH OF WELCOME, WATCHING THE WARSHIPS.  
*M. E. Rafert.*



PART OF THE MULTITUDE WHICH LINED THE BEACH GAZING AT THE WAR VESSELS IN SAN PEDRO HARBOR.—*Rafert.*

### Recent Deaths of Noted Persons.

**DUC DE CHAULNES**, who recently married the daughter of Theodore P. Shonts, of New York, at Paris, April 22d, aged 30.

**Lieutenant-General Nicolai P. Linevitch**, who succeeded General Kuropatkin as commander-in-chief of the Russian forces in Manchuria during the Russo-Japanese War, at St. Petersburg, April 23d, aged 70.

**Sir Henry Campbell-Bannerman**, ex-premier of Great Britain, at London, April 22d, aged 71.

**Johnson M. Camden**, ex-United States Senator from West Virginia, at Baltimore, April 25th, aged 80.

**Cardinal Gennaro Portanova**, Archbishop of Reggio di Calabria, Italy, at Rome, April 25th, aged 63.

**Bishop Ellison Capers**, of the



THIRTY-TWO HUNDRED SAILORS LANDING AT SAN PEDRO FOR SHORE LEAVE.—*Rafert.*

Protestant Episcopal diocese of South Carolina, formerly a Confederate brigadier-general, at Columbia, S. C., April 22d, aged 70.

**Emile Gebhardt**, noted professor of literature, and an academician, at Paris, France, April 21st, aged 69.

**Chief Jose**, once celebrated as a hunter, at the San Manuel reservation, Cal., April 26th, aged 111.

**Everette St. John**, formerly one of the most prominent railway officials of the country, at Wellesley, Mass., April 21.

**Walter D. Munson**, president of the Munson Steamship Company, widely known in steamship circles, at Brooklyn, N. Y., April 25th, aged 65.

**Professor Leopold Schroetter**, eminent larynxologist, who attended Emperor Frederick of Germany at Vienna April 22, aged 71.



THE INUNDATION AT FORT WORTH, WHERE \$500,000 DAMAGE WAS DONE—A VIEW ACROSS THE SUBMERGED YARDS OF THE COTTON BELT RAILROAD—THE HOUSE IN THE MIDDLE. FOREGROUND WAS FLOODED FOR THE FIRST TIME IN FORTY YEARS.



LOOKING EAST FROM THE MAIN STREET BRIDGE AT FORT WORTH, WHEN THE WATER WAS AT ITS HIGHEST STAGE—HUNDREDS OF HOUSES WERE WRECKED OR DAMAGED, 4,000 PERSONS MADE HOMELESS, AND SEVERAL LIVES WERE LOST.

Photographs by A. W. Grant.

### MOST DISASTROUS FLOOD IN TEXAS IN TWENTY-FIVE YEARS.



# Amateur Photo Prize Contest

OHIO WINS THE FIRST PRIZE OF \$5, NEBRASKA THE SECOND, AND KOREA THE THIRD.



(FIRST PRIZE, \$5.) A NEGRO BAPTISM IN THE OHIO RIVER—THE MINISTER, IN SIGHT OF A FERVENT CROWD ON SHORE, ABOUT TO IMMERSE ONE OF A GROUP OF CONVERTS.

*Howard R. Cooder, Ohio.*



(SECOND PRIZE, \$3.) FIRE ENGINE THROWING A STREAM FIFTY FEET OVER THE CITY BUILDING TOWER AT OMAHA, NEB.

*John Krug, Nebraska.*



PICTURESQUE THATCHED HOUSE NEAR SALISBURY, ENGLAND.

*H. L. Aldrich, New York.*



PLAYGROUND OF THE POOR—EAST SIDE BOYS IN A NEW YORK PARK LISTENING TO A BAND CONCERT.

*Peter Henderson, New Jersey.*



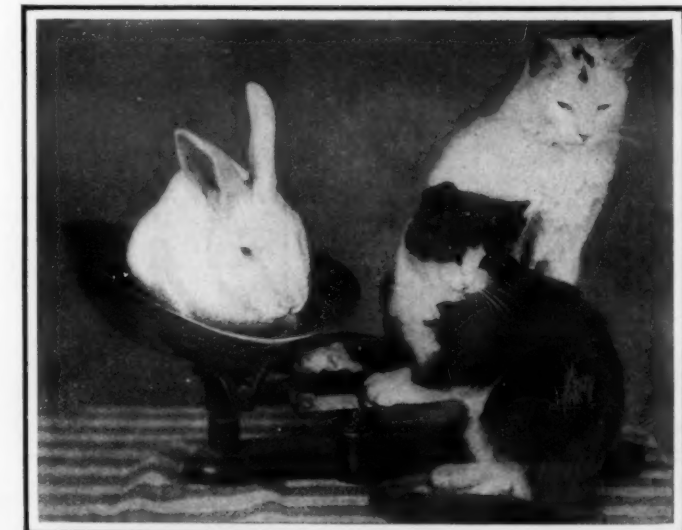
THE COTTON MARKET AT KEY WEST, FLA.—THOUSANDS OF BALES READY FOR SHIPMENT ABROAD.

*M. C. Durkee, Florida.*



THE NEW PANAMA NATIONAL PALACE—AMERICAN CONSUL-GENERAL SHANKLIN ON REEF IN FOREGROUND.

*D. M. Hazlett, Panama.*



WEIGHING THE MEMBERS OF A HAPPY FAMILY.

*Mrs. William Durrant, New Jersey.*



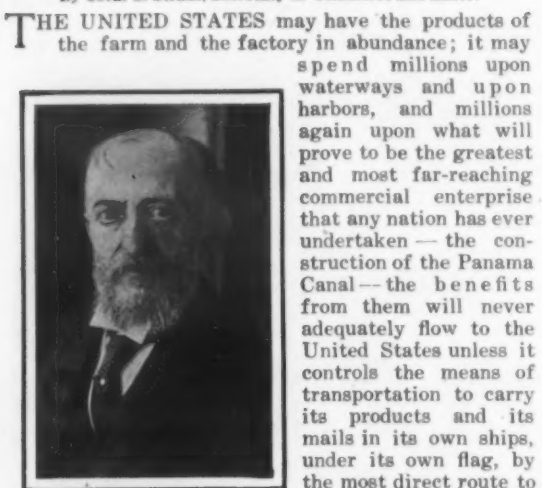
(THIRD PRIZE, \$2.) PRIMITIVE AGRICULTURE IN KOREA—BREAKING UP THE GROUND WITH A TWO-MAN PLOW.—Wheeler Sammons, Korea.



# What Notable Men Are Saying

## GIVE AMERICAN SHIPS A CHANCE.

By Oscar S. Straus, Secretary of Commerce and Labor.



HON. OSCAR S. STRAUS,  
Secretary of Commerce and Labor.  
Copyright, 1907, by Harris & Ewing.

THE UNITED STATES may have the products of the farm and the factory in abundance; it may spend millions upon waterways and upon harbors, and millions again upon what will prove to be the greatest and most far-reaching commercial enterprise that any nation has ever undertaken—the construction of the Panama Canal—the benefits from them will never adequately flow to the United States unless it controls the means of transportation to carry its products and its mails in its own ships, under its own flag, by the most direct route to the markets that it seeks to cultivate. Commerce is reciprocal, and the ships that go to the South and Central American markets to carry the products that this country sells must return with products which the people of those countries sell to America. All of the great maritime powers of the world, whether their economic policy is free trade or protection, create and maintain fast freight and fast passenger lines to their foreign markets by means of liberal postal payments. There is now a bill before Congress to give four dollars a ton per mile to vessels of the second class on routes 4,000 miles or more in length, outward voyage, to South America, to the Philippines, to Japan, to China, and to Australasia. To accomplish this will require at the outside no more than the profit that the government is now making on its foreign mail contracts. In other words, the commerce of the country yields to the government three million dollars in postage alone, and all that is asked is that this three million dollars be devoted to extending the commerce of the country in American bottoms under the American flag.

## THE PRESERVATION OF AMERICAN FORESTS.

By J. S. Whipple, New York State Forest Commissioner.

ALL OF the work in this respect done in the United States thus far has been largely experimental. The time has now come when real work, based upon a given plan to be continued and followed for years to come, should be commenced. Instead of planting 500,000 trees a year, New York State should plant millions of trees, and all of the people who have land adapted to tree raising should immediately commence the planting of trees thereon. There is no time to waste. It takes from eighty to one hundred years to grow a splendid, great, beautiful forest tree. A forest crop is not like the farmer's crop. One is gathered in a season at the end of a few months' or a year's growth, and the other is only gathered partially after twenty years and partially every succeeding ten years, and finally at the end of eighty or one hundred years. It takes time to rear a forest of commercial value. Already too much time has been thrown away. The State should make the commencement by providing all the money that is necessary to establish immediately tree nurseries in proper places in which to raise seedling trees for distribution to all who will plant them under proper conditions and the supervision of the department. These should be distributed for actual cost, or, better yet, if it may be done, free of cost. There are 50,000 persons in the State of New York suffering from tuberculosis. It has been demonstrated that fifty per cent. of these in the incipient stage may be cured by going to the Adirondacks and abiding there for a considerable time. There is found nature's great sanitarium. The balsam-laden air, sweeping across 150 miles of dense woodland, cooled by the great mountain peaks, filled with oxygen thrown off by the forest foliage, produces curative qualities for this disease beyond the power of man's ingenuity to produce in any other way. If one casts aside the commercial feature, reforested, and protected, the Adirondack and Catskill forests, kept for a health resort and a playground, will reward the State for all labor and money expended.

## NEW YORK'S FARCICAL RACE-TRACK LAW.

By Governor Hughes, of New York.

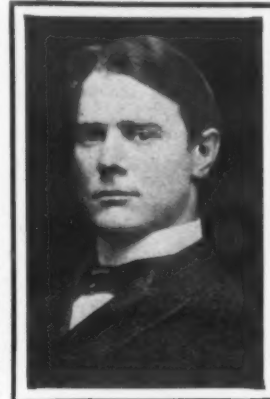
IT IS notorious that the Percy-Gray law does not prevent race-track gambling, but encourages and in effect licenses it. There is no legal acumen which can destroy that fact or obscure the duty imposed upon the Legislature as a result of that fact. This law is a travesty. Every citizen knows it. There is race-track gambling conducted openly, because the Legislature has said there shall be no other penalty for it except a civil suit. There is the constitution, which prohibits it and says that the Legislature shall pass laws to prevent it. It is time that the people prevailed over the gamblers. They thought they had when they wrote their will in the constitution. And now the question is whether the constitution means anything or shall be exposed to open derision. Let us see what is the result under the present provision. From the report of criminal prosecutions in New York County for 1907, it appears that there were in that year twenty-one convictions under indictments for bookmaking. Not one person so convicted was sent to prison. In six cases sentence was suspended, and in the remaining fifteen cases fines were imposed. If we are to deal adequately with poolrooms or with race-track gambling, the penalty should not be fine,

but imprisonment; and in providing impartially for imprisonment and excluding fines we are not making the law less effective as to poolrooms, but rescuing it from ineffectiveness.

## THE YOUNG MAN IN PUBLIC LIFE.

By United States Senator Albert J. Beveridge.

THE MAN who stopped thinking decades ago and who therefore believes that all questions are spurious except those about which he was thinking in his prime, but which have been settled long ago, cannot even grasp the meaning of public life to-day. Indeed, the latter is a real obstacle to the solving of our present-day problems. Such a public man forgets that every year a full million young men and young women come of age, whose minds, fresh and strong, are thinking new thoughts to-day just as his now obsolete mind thought fresh thoughts in his day. Such a public man does not understand that the constantly renewed intellect of the nation is yeasting with new ideas, born of new conditions; and so he thinks that all new questions are really no questions at all, and would dismiss them altogether if he could. Public men must take their stand on public questions while those questions are up for decision, not after they are decided. The public man who has no views is more dangerous than the demagogue. The man who utters pleasing generalities instead of taking definite positions on public questions is either a coward or a deceiver of the people, and usually he is both. Never in history was there such a day for young men in public life as that which has now dawned. There is so much more to be done than there ever was before, so many more hands needed for that work than ever before—clean hands, strong hands, trained hands. American public life is crying aloud for men who are honest, industrious, and equipped.



HON. A. J. BEVERIDGE,  
United States Senator from  
Indiana.

## The Craze for Water Ways.

THE COUNTRY'S bound to have a fad—Just now it's got a craze, Malignant type, one Theodore thinks, For need of Water Ways.

Philander Knox, in recent speech,  
States railroad traffic pays,  
So recommends to take from it  
And give to Water Ways.

Commercial bodies, East and West,  
Convened for many days;  
The gist of all the gatherings was,  
"Let's open Water Ways."

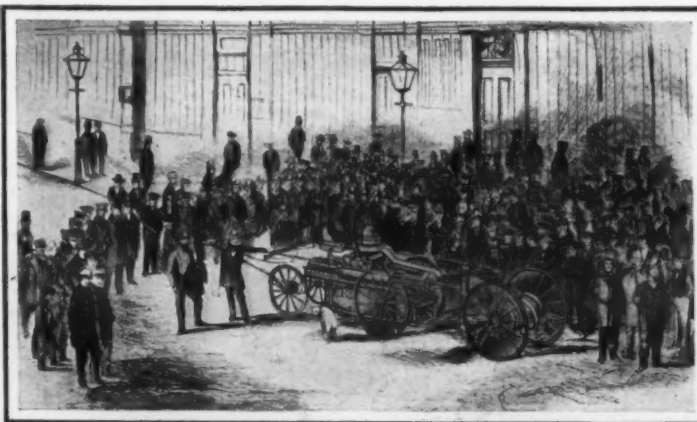
The fever's bad in old "Kentuck"—  
We'll see how long it stays.  
The "colonels" of a hundred years  
Now change to Water Ways.

In "Alabama" it rages fierce;  
Its power never sways.  
The men who rolled on highballs once  
Float now on Water Ways.

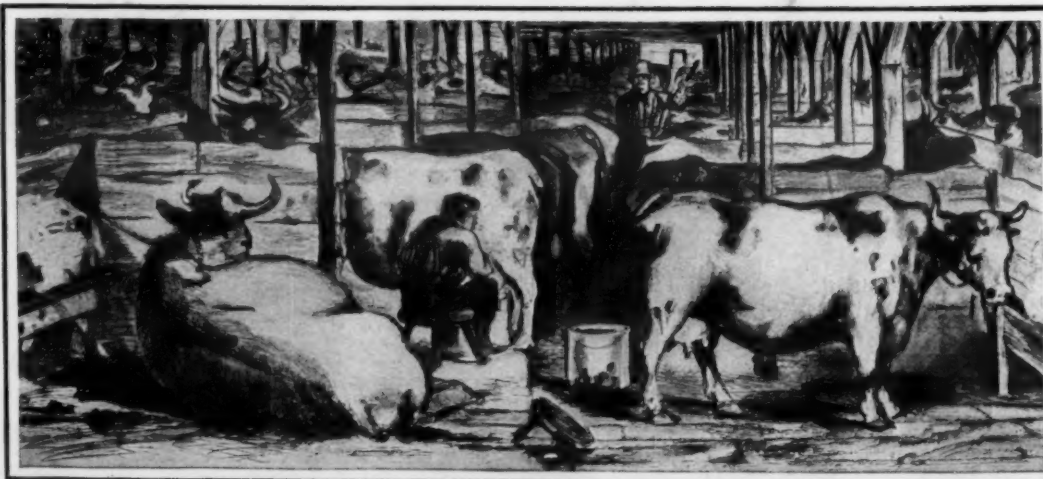
In "Old Virgin," since grandpa's time,  
Men drank and rode in shays.  
Not so just now; the voters scream,  
"We've turned to Water Ways."

Now let me ask of thinking folks—  
An honest question pays—  
Are natural streams and Anti-Booze  
Both classed as Water Ways?

W. H. RICHARDS, JR.



CATARACT FIRE ENGINE NO. 2 (COMPOSED OF TEMPERANCE MEN) OF HAMILTON, CANADA WEST.



LESLIE'S WEEKLY'S EXPOSURE OF THE IMPURE MILK TRADE IN NEW YORK IN 1858—A DISTILLERY STABLE IN BROOKLYN FILLED WITH DISEASED COWS.

NOTEWORTHY PICTURES OF FIFTY YEARS AGO.  
Reproduced from Leslie's Weekly, May 8th, 1858, and copyrighted.

## WHAT POSTAL SAVINGS BANKS WILL DO.

By James H. Callanan, Postmaster at Schenectady, N. Y.

MUCH HAS been said during the past few months about the necessity for a more elastic currency, and I believe that the postal savings-bank system would do something toward remedying that matter. Foreigners are not the only persons who hoard money. There is more or less money stored away in hiding at all times, but particularly during financial scare periods. It has been estimated that about five hundred millions of dollars are hoarded constantly by people of this country who distrust banking institutions, but who have absolute faith in the credit and protection of the government. I know of one woman, the wife of a prosperous merchant, who, having no faith in banks, secreted nearly four thousand dollars about the house, unknown to her husband, it being found when she died, about six months ago. If even half the total amount of hoarded money could find its way into circulation through the postal savings banks, what a laudable benefit to the country's money conditions, especially in times of stringency, it would be. In a Pacific coast city, no longer ago than last summer, a citizen drew \$10,000 from one of the local banks, and at the local post-office purchased United States money orders, paying thirty dollars therefor, and retained them in his possession until the scare was over. This, of course, is an extreme case, but there are numerous cases in every community of a similar character, though involving smaller amounts. Of course no man would keep such a great amount of money in the postal savings bank indefinitely, because it would pay him better to put his money into a regular savings bank or to invest it; but when panics occur, as they inevitably do every few years, shattering general confidence, there is no influence on earth that can prevent individuals from becoming alarmed at the safety of banks.



# Phases of Life That Interest Visitors to the Bahamas

By Harriet Quimby

THE FIRST view of Nassau from the sea is striking, but I have often since asked myself whether



ELENTA, A FORMER NATIVE BELLE, AND ONE OF THE MOST ACTIVE "FIRE-DANCERS" IN THE BAHAMAS.—Sands.

it was the beauty of the situation which impressed me so much, or the strange fascination that everything tropical has for unaccustomed beholders. Everywhere there are blossoms and green things growing—hibiscus, jessamine, poinsettia, and occasional trees of whistling beans, which the natives sell to tourists as charms—trees called "woman's tongue," because the leaves are never still. Even more curious are the gumbo-limbo, a single leaf of which, it is said, will instantly kill a snake; and the gumbay, a shrub much liked by animals, and which, upon being eaten by them, causes them to grow bald. With all this splendid setting, the Bahamas

are singularly lacking in the romance which tinges the very atmosphere of the tropical countries inhabited by the Latin races. But for what they lack in romance they make up with the more compelling charm of mystery, which is undeniably the keynote of Nassau. An unrecognizable something meets one even before the ship has plowed its way through the variegated waters to the dock, and it doubles and trebles in the narrow streets where the bare feet of thousands of Africans have trod.

Two old forts quite near to the city and another at the eastern end of the harbor indicate the island's early history and the days of battle through which it has passed. But they have long since been retired from service. Along the coral sandstone banks of the north shore, a couple of miles from the city, are the now deserted and half-forgotten baths cut in the solid stone, and eloquent of the days when the Spanish luxuriated—their colored slaves carrying them in litters from the city to the baths warmed by the Gulf Stream. But it is none of these that sheds the subtle mysticism. It is the Obdeah, which, despite many years of English invasion, still reigns supreme. It is a remnant of barbarism, and a deep-rooted one, as fortune-telling is a lingering evidence of barbarism with us.

In Nassau, as in all the British Indies, the colored natives furnish a large amount of entertainment for visitors. Colored settlements are all around the city, and are known as the east'ard and the west'ard settlements, Congo village and Grantstown. Inside these settlements the Africans lead a life apart and have many curious customs and amusements, some of which are not far removed in nature from Africa itself. Singing and dancing are their favorite diversions, and a form of open-air dancing called the fire-dance has a great hold upon them. An amusement of winter visitors is to make up parties from the hotel and attend these weird ceremonies in Grantstown. The fire-dance with the older people, many of whom are native Africans and former slaves, has a religious signifi-

cance; but with the juniors it is enjoyed more because of its spectacular character than anything else, and, although it is indulged in every evening of the year around, there is little meaning attached to it.

As with the Egyptian dervishes, the genuine fire-dancers have been so corrupted by the tourists who desire to witness the strange cavorting, that during the tourist season the dances have been reduced to a mere skipping back and forth over a pile of lighted brands, the object of the dancers being apparently to execute as many extravagant capers as possible over and around the fire without burning themselves. The music for the occasion is furnished by a number of negroes, who form a circle and clap their hands and chant in dreary monotone, "O Kindoiah, Kindoiah Mary, come along!" One of the older singers bangs on a tambourine and another beats a triangle. Every now and then one of the circle is seized with a desire to dance, and accordingly rushes into the centre and begins as if possessed.

At the close of the tourist season, when the English residents leave for a cooler country to spend the summer and the native life has settled down to its accustomed routine, the fire-dances take on a more serious phase, and it is said that the practices of the arts of Obdeah have a share in them. Graveyard sand, lizards, snakes, and various other living and dead things are used by the practitioners of the black arts, and not only the negroes, but also many of the white conchs, share the superstitious fear.

The church also forms a large and important share in the lives of the colored Nassauvians, who change their religion with as much ease as they do their Sunday clothes. One of the chief topics of local gossip among them is who has "backslid" from the Baptists to join the Methodists and from the Episcopalians to try the Presbyterians. "What church do you belong to now?" is not an unusual question among those who have known each other all their lives. The famous "shouters" church in Grantstown, where winter visitors attend to hear the "antums" and the shouting, has also changed with the coming of the tourists. A Sunday evening service as conducted nowadays would be called a sacred concert in New York, the absence of a box office making plate passing the main object of the entertainers. Revival meetings in Nassau are caught as contagious diseases are, and one colored church after another holds revivals, the church fortunate enough to come last in the series having such a large flock at the close that the pastor is troubled as to how to care for them. The problem soon settles itself, however, for gradually the newly acquired members gravitate back to their original places of worship, and there is smooth running until another epidemic breaks out.

Few, if any, visitors to Nassau miss a trip to Hog's Island. The trip varies considerably from the customary outings arranged for tourists, and it impresses the stranger as unique in many respects, one of the principal surprises being that, in a country where every hand is outstretched for a coin, so much is given for so little. The average Bahamian knows as much about America as we do of the north pole, but he has the conception thoroughly fixed in his mind that the American has more money than brains, and that he is wholly without thought in the matter of expenditure. As a rule, wherever the American goes, he does much to justify this idea. Hog's Island is a little strip of land that at high tide locks the harbor at Nassau, and on the end of which is a lighthouse. On the ocean side of the island is the bathing beach, one of the finest in the world and the only one in New Providence. In the main part of the island a plantation of tropical fruits flourishes—grape fruit, coconuts, pawpaws, tamarinds, sour-sop oranges, star and custard apples, and on tables arranged picnic-fashion under the trees are piled great heaps of these fruits.

It is not the island or the fruit that surprises the stranger who goes over for the first time. It is the price that each one is required to pay for the trip by boat and the privileges of the island, which include a bathing suit and all the fruit that can be eaten. The price is a shilling for each person, and once on the island, he may possess the bathing suit all day if he wishes. The explanation of the place is that the old gentleman who owns the island had never been able to sell his fruit at a profit, so, after a couple of years letting it spoil on the trees, he hit upon the idea of combining the trip and fruit and bathing for a shilling. The plantation and the beach have since made a fortune for the owner. Some days over three thousand oranges are peeled and stuck on sticks, the native method of preparing them to eat. The eater uses the stick for a handle and gnaws the orange off.

An interesting sight in the Bahamas is to watch a farmer or a gardener in the first stages of his work. Farms are made with the use of dynamite, and a sledge-hammer and a pickaxe are tools necessary to break the ground for planting. The whole island is a mass of coral limestone rich in phosphorus, which, when broken and pulverized, makes a soil that anything will grow in. Mixing in this soil a little earth and fertilizer, the gardener can grow any vegetable he wishes, and he may have green peas, lettuce, and radishes the year around. The markets in Nassau are always well supplied with fresh vegetables and fruits. Men go out with crowbars, set a coconut tree in the hard stone, and in a couple of years it is flourishing. Every negro home is surrounded by a bit of land, sometimes an acre or two, that would yield him a profit if he would trouble to cultivate it; but the majority of them possess a roving nature, and prefer hazardous sponging and fishing expeditions to domestic life. There are many easy-going individuals in Nassau who do nothing but rest the greater part of the time, and this habit is by no means confined to the colored people.

An industry that is fast gaining headway in the Bahamas is that of growing sisal, from which rope is made. The large sisal plantations, some of which comprise five hundred acres, are all in the hands of the English, and the shredding and preparing for export are done by machinery. Some of the natives grow a few acres and prepare the fibre by hand and twist it into ropes, which are used on their fishing vessels.

The fish found in Nassau waters are of never-ending interest to the stranger. With the aid of a native water-glass, which is a common wooden bucket with the bottom knocked out and a glass bottom put in, it is possible to watch the finny creatures swimming about, apparently regardless of prying eyes. The parrot-fish, with a body the shape and color of a gold-fish, only ten times larger; the cow-fish, with a comical face curiously like a caricature of its bovine sponsor; hog-fish, with snouts; grouper, hine, amberjack, and turbot, whose exquisitely tinted skin is dried and used by the natives as scrubbing brushes, are all there, but the most beautiful of all is the angel-fish, with its blue and yellow wing-like fins. Angel-fish are so numerous in Nassau, and their flesh is so delicate in flavor, that they are a frequent item on the menu of the large tourist hotel.

A favorite amusement with winter visitors is to gather together a group of pickaninnies, take them down to Rawson Square, and test their skill in diving for coins. Nothing pleases the children so much, and so adept have they become in the sport that they rarely miss catching a coin flung into the water. Their lithe brown bodies are perfectly developed, and many of them would be splendid studies for a sculptor or a painter.

Harriet Quimby



LUCIUS H. BIGLOW, 3D, OF BROOKLYN, N. Y., FOOTBALL CAPTAIN, VOTED THE MAN WHO HAS DONE MOST FOR YALE.



ROBERT BULKLEY SHEPARD, OF ST. PAUL, MINN., DECLARED THE MOST POPULAR MAN AND THE CHIEF SOCIAL LIGHT.



MALCOLM GRAHAM DOUGLAS, OF CHESTNUT HILL, PA., COUNTED IN AS THE CLASS BEAUTY.



CHARLES SEYMOUR, OF NEW HAVEN, CONN., PRESIDENT OF YALE NAVY, DESIGNATED AS THE MOST SCHOLARLY MAN.



HAROLD STANLEY, OF GREAT BARRINGTON, MASS., CAPTAIN INTERCOLLEGIATE HOCKEY CHAMPION TEAM, NAMED THE HANDSOMEST SENIOR.

## BLUE-RIBBON MEN AT YALE UNIVERSITY.

SENIORS WHO HAVE HAD DISTINCTION CONFERRED ON THEM BY VOTE OF THE CLASS OF 1908.—Photographs by Curtiss Studio.



## Odd and Picturesque Sights in the Bahama Islands



WINTER VISITORS EATING DELICIOUS ORANGES IN THE PECULIAR NASSAU STYLE.



NATIVE FRUIT VENDER OF A PICTURESQUE TYPE.



NATURAL CAVE, OF CORAL FORMATION, REACHING FAR INTO THE HILLSIDE.



THE PRIMITIVE HOME OF A NASSAU SPONGER.



BAY STREET, THE PRINCIPAL BUSINESS THOROUGHFARE IN NASSAU.



ONE OF THE MANY SISAL PLANTATIONS ON NEW PROVIDENCE ISLANDS.



A FASCINATING DRIVE THROUGH A GROVE OF COCOANUT PALMS.



GRANTSTOWN NEGROES ENGAGED IN THE FIRE-DANCE.—Armbrister.



# Well-trained Athletes of the United States Naval Academy

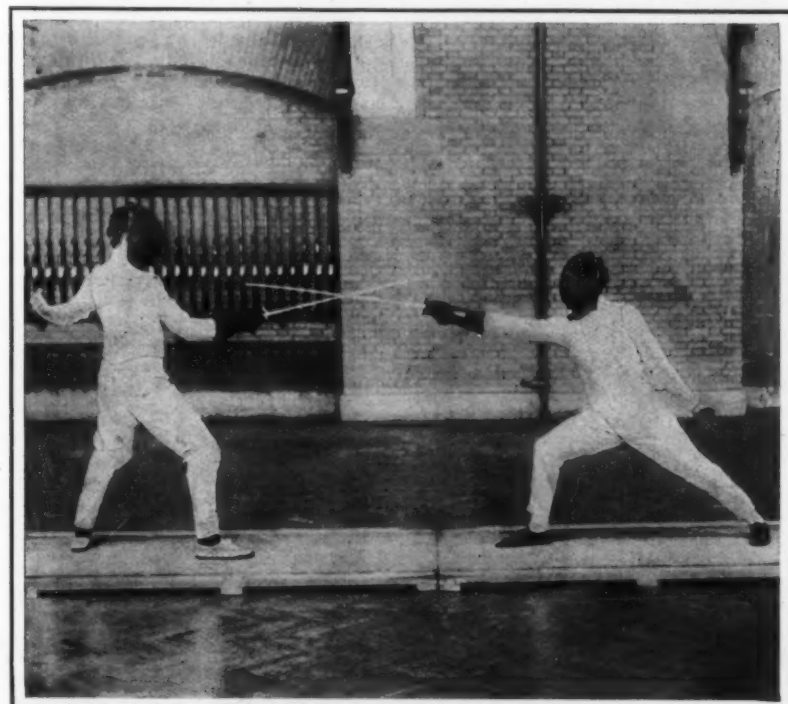


THE BASKET-BALL TEAM.

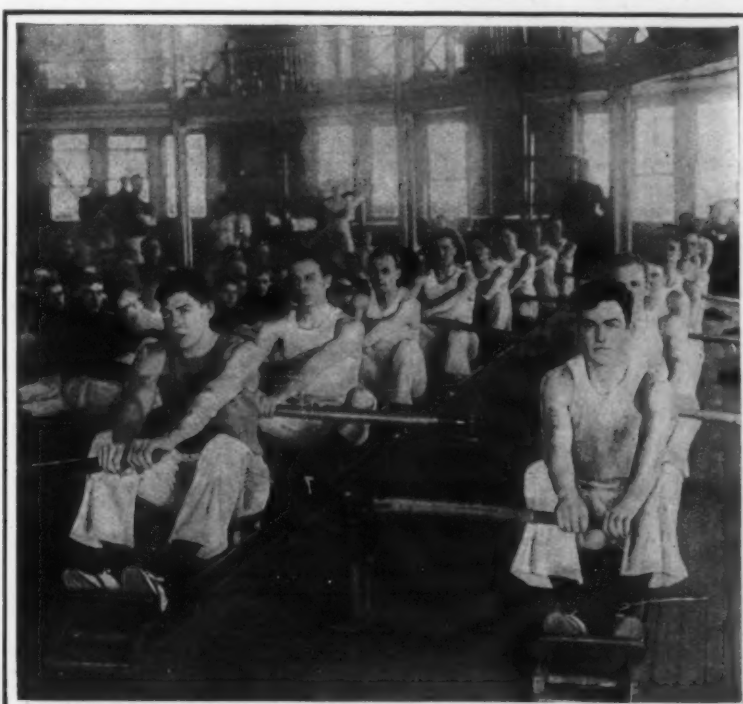
1. Ducey, '08. 2. Underwood, '10. 3. Bernhard, '09. 4. Hill, '11. 5. Vanderhoof (captain), '08. 6. Allen (manager), '08. 7. Whitehead, '10. 8. Brinkley, '09. 9. Willis, '10. 10. Finneran (coach), Knickerbocker A. C. 11. Wilson, E. D., '11. 12. Manock, '09.



STRONG MAN LIFTING THREE HUNDRED POUNDS IN THE GYMNASIUM.



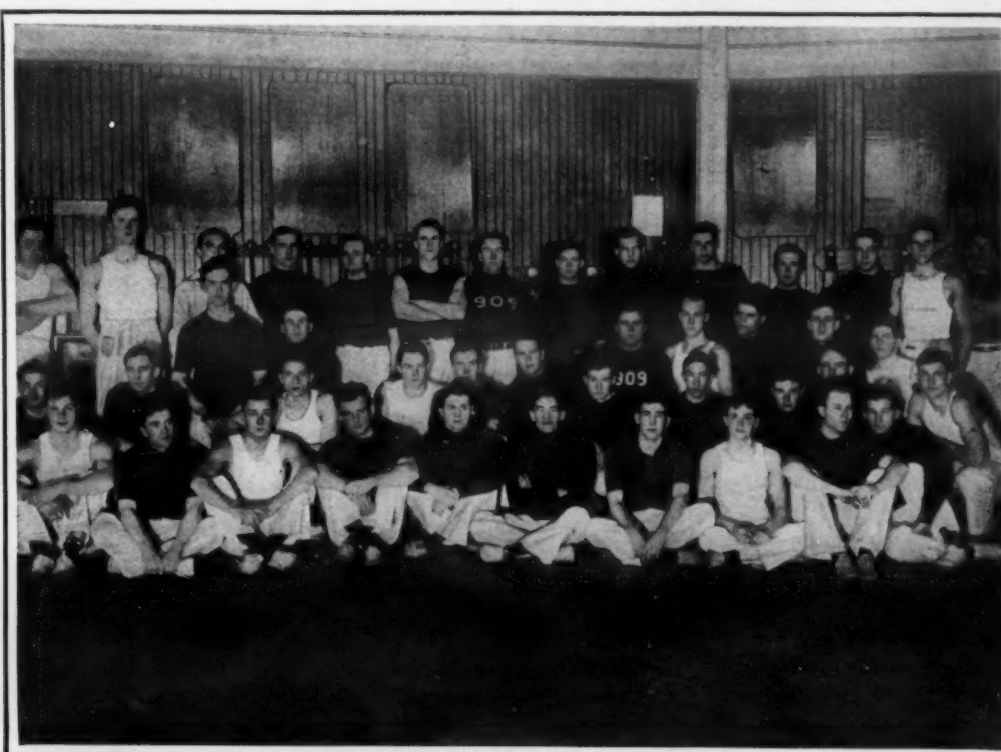
A FENCING MATCH—BRANDT PARRYING AN ATTACK, BURDICK LUNGING.



CREW HARD AT WORK ON THE INDOOR ROWING-MACHINE.



MIDSHIPMEN BOXING.



THE GYMNASIUM SQUAD IN TRAINING.

Photographs by Mrs. C. R. Miller.



# The Haphazard Ambulance Service of Our Great Cities

By Robert D. Heint



CHAOTIC CHARACTER OF NEW YORK'S AMBULANCE SERVICE—SEVERAL AMBULANCES SUMMONED TO THE SCENE OF A BIG ACCIDENT, BUT NO DIRECTING HEAD PRESENT.



SURGEON AIDING AN INJURED MAN IN NEW YORK, WHILE THE AMBULANCE WAITS—TOM COGHLAN (HOLDING BANDAGES), A WELL-KNOWN AND DARING AMBULANCE DRIVER.

Photographs by De Witt C. Wheeler.

GR<sup>EAT</sup> progress has been made in the science of medicine and surgery, but a comprehensive plan for giving first aid to the injured in the streets of cities—a most vital need—has been neglected. American hospitals, with skilled surgeons and the most modern devices made possible by liberal endowments, promise to lead the world, but radical changes will have to be made in the present almost haphazard methods for getting medical assistance to distant points where it is needed in a hurry. Ambulance service in the cities of this country is inadequate, and, with few exceptions, there is an almost paralyzing lack of organization. Three hundred fire-engines and trucks in greater New York respond to ten thousand alarms each year; seventy ambulances give aid to seventy thousand cases. One thousand persons met death in the streets of New York City last year.

One of the great disadvantages of the present lack of organization is the absence of a central authority to control the ambulance system in emergencies where concentrated aid is required quickly. The police department in New York apportions the city among the hospitals, makes the ambulance boundaries, and sends in the calls, but the method has proved far from effective. A recommendation is now before the city authorities that an ambulance bureau be established and that all citizens be authorized to summon aid. It is suggested that if the plan is adopted this placard be posted at all telephones: "In case of accident or need of an ambulance, call the bureau of ambulances, No. —. There is no charge for such call." Dr. S. T. Armstrong, general medical superintendent of Bellevue and allied hospitals, suggests, in addition, that all policemen be supplied with first-aid packages, such as each soldier in the United States army carries. They are no larger than an ordinary wallet, and have been found exceedingly effective when used with intelligence.

Buffalo, with a population near the half-million mark, does not maintain a public ambulance service other than that required for the transfer of smallpox patients. If one needs medical assistance in the street, one of the hospitals usually sends help, but it is not obliged to do so. Chicago has only eight public emergency conveyances. Policemen, "who are instructed in bandaging once every four months," take the place of surgeons. The outside hospital service is badly overworked, and at times is deplorably inadequate, because each year the small battalion of ambulances has to attend over ten thousand calls for relief. Philadelphia until within a few months had only five public ambulances, and they got little rest. A number of hospitals respond to calls in that city, but there is no commandant in direct charge of the service; nobody responsible for, or capable of, making the ambulance officials toe the mark; and in case of an unusual accident the "system" soon gets into a state bordering upon chaos. Baltimore has a way of taking care of injured persons that is typical of many cities. Ten of the nineteen ambulances there are police-patrol wagons carrying stretchers, and, as in Chicago, the policemen act as surgeons. These crude vehicles are owned mostly by the municipality and respond to calls indiscriminately.

One city that has good service is St. Louis. In most other cities the ambulances are housed at police stations or at hospitals, without regard for their proximity to centres of dense population and probable scenes of accident. In St. Louis, besides a central ambulance dispensary, there are five outlying stations, placed with due regard for population. More than three times as many ambulances are operated as in Chicago. Dr. Henry J. Scherck, the chief dispensary physician, is in charge. He is vested with every authority needed to facilitate the work of his department. Hospital experts assert that it is impossible to get efficient paid ambulance surgeons. Those in St. Louis receive seventy-five dollars a month and

keep, and have proved themselves exceptionally skillful. Besides holding a diploma from a college of standing, they are required to pass rigid examinations as to their fitness for the peculiar duties that fall to an ambulance surgeon. They must be fit physically and morally, and must be cool under stress. Boston also has an excellent service. The Massachusetts General and the Boston City hospitals together maintain eighteen ambulances. The police department has ten wagons rigged with stretchers and carrying appliances and first-aid remedies. The ambulance service of New Orleans hasn't a large equipment, but the results of its work have brought it much praise. Its organization corresponds to that of the fire department and calls are answered just as promptly.

Cities that suffer for the want of first aid as much as or more than the larger ones are those ranging from 30,000 to 100,000 population. Terre Haute, Ind., is a good example. Within a year there have been two unusually severe accidents near the city, which is provided with only one public ambulance, the horses for which are supplied by the police patrol when they are not working on police business. Policemen are the ambulance attendants. A car-load of dynamite exploded on a siding a few miles from Terre Haute and a passenger train was blown from the track. A score of persons were killed and five times that many injured. Most of the injured were taken with all possible speed by the railroad company to Terre Haute. The railway station is nearly a mile from the nearest hospital, and that was as far as many of the wounded got until they were taken to the morgue. The one ambulance was, of course, tragically inadequate, and every sort of conveyance had to be commandeered. A few months later the village of Fontanet was nearly destroyed by the explosion of a powder mill. The killed and injured were many, and again Terre Haute, the nearest city, was called upon without notice to give succor. This time, owing to lack of organization and authoritative control of the situation, in the excitement a trolley car bumped into the ambulance, hurled a dying patient to the pavement, and smashed the vehicle. Terre Haute has two good hospitals, but it is hard to get injured persons to them.

Ambulance service is expensive, and that is one of the reasons for its scarcity. The cost at Bellevue and allied hospitals in New York, one of the most efficient isolated services in the United States, averages about one dollar and sixteen cents a call, and 19,000 calls were answered last year. If the ambulance service could be divorced from the hospital proper and this money used for hospital service, provision could be made for the care of 180 more daily patients. It costs approximately one dollar and thirty cents a day for each patient. The cost of an ambulance, two horses (one in reserve), harness, and general equipment is \$1,300. This one-horse type is the favorite in New York. There are several automobile ambulances in New York City, but as no hospital has more than one, or has increased its quota of auto ambulances, it does not seem that they are popular.

Public service by the hospitals in New York is voluntary. To each is assigned a district by the police department, and they receive eighty cents for each patient picked up and kept for twenty-four hours. If the patient has no money (hospitals figure on getting back from accident victims able to pay the money spent for ambulance service) he is transferred, if able to stand the trip, after twenty-four hours, to one of the Bellevue (city) institutions. A scandal, fresh in the minds of newspaper readers, grew out of this practice. It was alleged that ambulance surgeons from pay hospitals, when they found their street patients near death, or apparently without funds to pay for treatment, rushed them to Bellevue direct. In some instances this meant a long ambulance journey, and in not a few cases the patients died on the way or were so weakened by the trip that death soon re-

sulted. This plan kept down the death rate of hospitals other than Bellevue and likewise avoided the expense of keeping a patient for twenty-four hours who wouldn't be able to pay. An investigation was made, and last December the Legislature enacted a rigid law against such transfers.

It has been argued that a surgeon should be at the head of the New York ambulance service, with full authority, untrammelled by either the police or the managers of the hospitals. The police have repeatedly displayed distressing lack of judgment, and hospital authorities have proved themselves ignorant of the general subject. One night in New York, when the "buses" (physicians' term for ambulances) were being dispatched to the scene of a bad accident, the signal 4-4-4-20, preceded by the location (four strokes on the gong repeated three times, followed by twenty strokes, the number of ambulances wanted), meant to call practically every available ambulance in the city, was sounded through fire headquarters. "What the devil is that?" asked the assistant superintendent of one of the largest hospitals, who was then in active charge. A newspaper man explained. Ambulances are usually summoned through the police or public telephones, but in emergencies they are called by means of the fire-alarm telegraph. Yet that hospital official had served for years and was still ignorant of the most important signal a hospital can get. New York City has twenty-five police surgeons, who get a salary of \$3,500 a year each. They are supposed, among other duties, to instruct policemen in bandaging every three months. This has not been done in years.

Ambulance service in this country is poor, chiefly because the need for it does not appeal personally to the average citizen, and there is no general demand upon officials for its betterment. What has been done has been accomplished through the efforts of physicians and humanely-inclined persons of wealth and public spirit. A good example to pattern after is that of Berlin. A private organization, the Rescue Society, made up largely of surgeons, looks after emergency cases, and does it well. It is considered an honor to be a member of the society, and only surgeons who have practiced a number of years are eligible. Each member takes his turn riding the ambulance, for which he gets no pay. This does away with the reprehensible American practice of internes, and others seeking experience, practicing upon street victims.

The Rescue Society has nine emergency stations, fitted with all the facilities of a fire-engine house for getting out quickly. These Rescue Society ambulances are co-operated with by at least one ambulance from each of the sixteen large hospitals. Several times each day the director of the ambulance service is notified how many empty beds there are at each reception hospital, thus preventing the complication that frequently arises in this country of a dying man being taken to a hospital only to find that there is no place for him. They also have test runs in Berlin. At the pleasure of the director any or all the ambulances are called out unexpectedly, their time noted, and their condition inspected. Berlin is the only city where this practice prevails. A well-maintained ambulance service increases the demand for attention from the really needy. Berlin, virtually the same size as Chicago, responds to four times as many calls. St. Louis, half as large, has more calls by several thousand than Chicago, owing to the better service and the familiarity of the citizens with it.

Persons in city streets are thrilled by the clanging of the ambulance gong and fascinated when the horses gallop by. A feeling of horror is oftentimes followed by one of some comfort at the thought that, in case of accident to himself, one speedily would be taken care of. In a majority of instances this feeling of comfort is not justified. If you don't believe it, watch some one try to get an ambulance in a hurry.



# Spring Offerings on the Metropolitan Stage



CATHERINE COOPER AS "FREDA VOOS," IN "MISS HOOK OF HOLLAND," A MUSICAL COMEDY, ON TOUR.—*Sarony.*



ORIGINAL BERLIN MADCAPS IN "A KNIGHT FOR A DAY," AT WALLACK'S.



EDWARD VROOM IN HIS NEW PLAY, "THE LUCK OF MACGREGOR," AT THE GARDEN.—*White.*



MABEL TALIAFERRO AS "POLLY," IN "POLLY OF THE CIRCUS," AT THE LIBERTY.  
*Davis & Eckmeyer.*



WHO'S WHO ON THE RIALTO.  
30. MABEL BARRISON IN "THE FLOWER OF THE RANCH."  
*Caricature by E. A. Goewey.*



MAY VANDAM, WITH LEW FIELDS IN "THE GIRL BEHIND THE COUNTER," AT THE HERALD SQUARE.  
*Bangs.*



GEORGE AND JOSEPHINE COHAN IN THE LATEST COHAN SUCCESS, "THE YANKEE PRINCE," A MUSICAL COMEDY, AT THE KNICKERBOCKER.



WALTER HALL, GEORGE FROBERT, AND SHERIDAN BLOCK IN EUGENE WALTER'S NEW PLAY, "THE WOLF," AT THE LYRIC.—*Hall.*



# The Railroad Side of "the Greatest Problem in the World"—No. 1

HOW RAILROADS BLAZE THE WAY TO PROSPERITY AND TO EVERY MAN'S JOB

By Gilson Willets, Special Correspondent for Leslie's Weekly

"THE RAILROADS be d—d!"

The passenger who thus reversed a famous exclamation that has always been unjustly charged to the late William H. Vanderbilt was riding in comfort and safety on a Santa Fé train in New Mexico. The local rate in that territory is four cents a mile. But that passenger was paying only a cent and a half a mile for his through ticket to California from Chicago.



GILSON WILLETS, THE WELL-KNOWN NEWSPAPER AND MAGAZINE WRITER.—Phillips.

Mr. Willets is the most widely traveled of living correspondents. He has visited nearly every part of the globe, and has described scenes and conditions in all lands. He is the author of readable books, has made a specialty of railroad matters, and he recently made his third trip over the railroads of the United States.

"What you kicking about?" I asked him.

"Oh, the railroads are rotten!" he replied. "They are robbers. At least, so I read in the newspapers."

So that kicker did not speak from knowledge of facts concerning railroads. He got his ideas from certain newspapers that never print the railroad side of what Roosevelt calls "the greatest problem in the world"—the problem of co-operation between the public and the railroads,

based upon facts and not upon prejudice or imagination handed out by politicians who think they gain popularity by using the railroad as a football.

The railroads of this land carried 800,000,000 passengers last year. They paid \$70,000,000 in taxes. Damning this big carrier, this big taxpayer, has become the smart thing. To be a good fellow, be anti-railroad. Are we overdoing the fad? Commuters as well as investors, Man-in-the-Street as well as Solon, have told me that sometimes they really think it possible that we have raised the "anti" too high. Unreasoning denunciation, hysterical opposition, hasty legislation—these are restricting railroad development, closing shops in a hundred industries, throwing a million or more men on the service market, and thus reducing the price of a day's work.

I have just completed a ten-thousand-mile swing around the Union, covering nearly every State. I have talked railroad with a thousand railroad men and with a thousand business men, farmers, miners, and manufacturers. As a result, here are a few fact-reminders of how the railroad blazes the way to prosperity and affects every man's job.

We want the job because we want money. The 1,067 railroads of this country are the greatest circulators of money. In the way of spreading coin over the land, the banks aren't one-two-three alongside the railroads. Two million passengers on 7,000 trains, hitting 45,000 stations, travel on our railroads every day in the year. Those 2,000,000 passengers spend money as they go. And that money creates jobs. Just in going to Niagara last year people put \$25,000,000 into circulation. It was railroad advertising in first-class mediums like LESLIE'S WEEKLY and in the magazines and newspapers that coaxed out those millions. The railroads induced 100,000 persons from thirty States to go to the Mardi Gras at New Orleans. Railroads last year took 300,000 tourists to California and a quarter million passengers to Florida. The money those people spent helped everybody in the territories "served" by those railroads. Eight hundred million passengers last year paid the railroads half a billion of dollars. Every dollar of that half billion went back to the people in payment for work created by the tremendous travel.

Kansas farmers needed 100,000 harvest hands. What would those farmers have done if the railroads had not produced the 100,000 by means of special rates? The railroads brought 1,000,000 visitors to Saratoga last summer, and 3,000,000 to Atlantic City during the year, and 40,000 to the Maine woods, and 200,000 to a G. A. R. encampment, and 50,000 to a Chautauqua assembly. Those people put a heap of money into circulation. That travel created jobs galore. We all benefited, because the railroads hustled and got the people out. That's how the thing works positively. Now see how it works negatively. I was in the Northwest (opened, built up, developed, and populated by Hill's railroad) last fall when there was so much freight to be moved that shippers complained because they couldn't get cars. Unreasoning anti-railroaditis hit the Northwest soon after that—and now up there are nearly 100,000 empty, idle cars. There's nothing to move. I was in Florida this winter when the "anti" business compelled the Southern railroads to take off some of their crack trains and to shut up most of their big shops. Travel was only half what it was in other winters. Result, only half the number of jobs open to you and to me.

A year ago the railroads themselves employed 1,300,000 men. Three hundred thousand of those men have been thrown out of jobs by the "anti." How

many other fellows' jobs have been affected by that laying off of railroad men? The Pullman people alone a year ago gave employment to 18,000 men, with \$10,000,000 in wages. A couple of thousand men were dismissed. It was not only that the railroads "held up" orders for Pullman cars, but also because the 14,000,000 passengers who traveled on 8,000 Pullmans did not represent enough business. "Anti" again. Railroad development itself gives jobs and circulates money to an extent not dreamed of until you get the facts. Ex-Senator Clark, of Montana, spent \$20,000,000 out of his own pocket, building the newly completed Salt Lake Railroad. That employed 5,000 men for three years. H. M. Flagler paid out nearly \$10,000,000 in wages on his new Florida railroad. The Pennsylvania and New York Central together are spending \$170,000,000 on their new terminals in New York. These and a score of other "developments" in the railway world have been checked by the "anti." Public hysteria on the subject of railroads has caused head railroaders to order their engineers to "stop work wherever possible."

Our railroads earned \$2,000,000,000 last year. Their net revenue was nearly \$900,000,000—a sum greater than that of the revenue of the government. But the railroads would not have had that revenue if they hadn't helped every city, town, and village on their lines. How is such aid extended so that it helps millions of persons to get and keep jobs? The Western railroads carry colonists into California at one and a half cents a mile, and hence at a loss. Why that seeming philanthropy? It is because those Western railroads, by thus aiding in the growth, settlement, and development of the West, participate in the succeeding prosperity. Years ago the Santa Fé carried thousands of persons into Kansas absolutely free, to settle that fertile State. There was a time when the Santa Fé carried people to California from Chicago for five dollars. That sort of thing helped the railroad in the end, of course; but meantime it populated the West, gave jobs and money to thousands. For months after the 'Frisco earthquake Western railroads carried people free out of the city to give relief to that city when it needed it and to help the State care for the stricken. When crops failed in Western States, the railroads carried seed to the farmers free. When Galveston needed relief, the railroads carried that relief free.

Make it impossible for the railroads to continue development, and you make it impossible for many other concerns to continue development. Because of the "anti" the South, just when prosperity was at full tilt, halted its advance. Why? "Anti" legislation stopped the very railroad development the people needed. Wild-eyed politicians down there to-day are doing things that look to capital like confiscation of the railroads. Result: car shops are closed, lumber mills are idle, brass and iron mills are silent, suppliers of all things railroady have got the shutters up. The railroads made the new South—all concede that point. Yet the Southerners themselves have been the prime movers in the wild onslaughts on the railroads—the roads that played the all-important part in the growth and prosperity of Dixie. I saw the Louisville and Nashville shops close down. I was down there when the Southern Railroad for the second time in four months reduced wages ten per cent. I know that the Seaboard was obliged to lay off some thousands of men. The "anti" campaign simply killed railroad enterprise, and that in turn threw men in scores of other fields out of their jobs.

Commercial travelers are the very life of any number of hotels in towns all over the country. Also they scatter millions of dollars as they travel. There are 350,000 traveling salesmen. But not more than 300,000 are now on the road. The other 50,000 were

"called in." "Anti" was the cause—and hundreds of towns miss the revenue from the "called ins." Last year there were 60,000 theatrical people on the road. To-day less than 30,000 actors and actresses are on tour. Towns everywhere note this loss of revenue, not to speak of the loss of opportunity for seeing shows. What had "anti" to do with this? It's A-B-C. The railroads used to give actor folk a special rate. It was very low, and it enabled managers to take big and good shows all over. But "anti" forbade the railroads to continue the special rate. And homeward to be disbanded the disgusted managers called their indignant companies from indignant communities thus cheated of theatrical treats.

No one had to order the railroads to spend millions to save minutes. The railroads just went ahead spending millions for minutes. Minutes thus saved meant millions of dollars to travelers, and everybody benefited. The Pennsylvania spent \$600,000 eliminating a curve at Trenton; time saved, three minutes. The Santa Fé spent \$10,000,000 on the Belen cut-off; time saved, seven minutes. The New York Central spent \$1,000,000 to save two minutes, at the Spuyten Duyvil cut-off. Harriman, on the Lucin cut-off across Salt Lake, spent \$4,000,000 to save two hours, at the rate of \$2,000,000 per hour. The B. and O. spent \$7,000,000 for a tunnel at Baltimore, saving fifteen minutes. The work of making it possible to save minutes gave jobs to thousands. All that work has stopped short, for the agitation is such that the railroads don't know where they're at. All these millions were spent, remember, voluntarily. George Gould was spending voluntary millions for minutes, along with the rest. This spring, however, the anti-railroad State Railroad Commission of Texas sent over the Gould lines a "commissioner" who knew as much about railroads as a cat. Upon the report of that "commissioner" the Texas Railroad Commission ordered Gould to spend \$1,000,000 in certain improvements on his line in that State. Gould promptly said, "I refuse, on the ground that the improvements named are not needed, though I'm ready to spend \$1,000,000 in other directions on the line." What's to do? No improvements at all. Gould is waiting to see where the commissioner-flea will hop next. And meantime \$1,000,000 that would have been put in circulation on the Texas and Pacific lies still in Gould banks.

A careful counting up of the costs of railroad improvements, new roads, and railroad development that had been planned for the next ten years shows a total of \$4,000,000,000. That is, the railroads had mapped out good things calling for the expenditure of \$4,000,000,000 when the "anti" struck 'em. Now they are abandoning those costly plans, pending the return to common sense on the part of the politicians who regard anti-railroad agitation as a stepfather to public office. Meantime the fact remains that that nation is most wide awake, most rich, most powerful, most progressive, whose railroads are the best and most extended. We're it among nations because we've got half the total railway mileage of the world—220,000 miles; while Asia, with her mere 40,000 miles of railroads, is least prosperous. Note how the three richest States are those richest in railways: Illinois alone has 12,000 miles of railway; Pennsylvania, 11,000; New York, 9,000. Vanderbilt lines serve 20,000 miles of territory; Pennsylvania lines, 20,000; Harriman system, 25,000; Hill's lines, 19,000; and so on through the country are railroads running 56,000 locomotives and 34,000 passenger cars and 2,000,000 freight cars carrying last year the stupendous productions of factory and mine and soil represented by a railroad freight tonnage of nearly two billion tons.

The railroads that so contribute to and foster prosperity are valued at \$12,500,000,000. That's one-eighth of the total wealth of the country. Is anti-railroad legislation encouraging the vast wealth of railroads to help us help ourselves as in the past? Or does the anti-railroad business so operate on the railroads and on capital and on trade and industrial enterprises that the man with the job and the man without the job now show a lack of enthusiasm when they cry, "The railroads be d—d!"

*Gilson Willets*

## The Billboard Must Go.

From the *Observer*, Utica, N. Y.

THE TIME is coming when a gradual awakening civic pride will demand the abolition of the billboard. That point has already been reached in some cities, of which St. Louis is one.

## Peanuts from the Orient.

IT HAS generally been supposed that the demand for peanuts in the United States was almost entirely supplied by the southern "goobers." It will therefore surprise many people to learn that nearly 5,000 sacks of peanuts, valued at \$26,489, were received from the Orient, at the port of Seattle, in the month of February.



IN REMEMBRANCE OF GENERAL U. S. GRANT, ARTISTIC MEMORIAL WINDOW, DESIGNED BY CHARLES MENTE, RECENTLY DEDICATED AT THE METROPOLITAN TEMPLE, NEW YORK.



## Destruction and Death in a Terrific Southern Storm

SCENES OF HAVOC WROUGHT IN LOUISIANA, GEORGIA AND MISSISSIPPI BY THE RECENT TORNADO WHICH CAUSED A PROPERTY DAMAGE OF MILLIONS, THE LOSS OF FIVE HUNDRED LIVES AND THE INJURY OF FIFTEEN HUNDRED PERSONS.



DEBRIS OF MANY NEGRO CABINS ON THE LUCERNE PLANTATION ON THE BANK OF THE MISSISSIPPI RIVER IN CONCORDIA PARISH, LA.  
*Charles W. Miller.*



LUCERNE PLANTATION, CONCORDIA PARISH, LA., STREWN WITH WRECKAGE OF BUILDINGS—THE HANDSOME MANSION WAS REDUCED TO RUINS AND MRS. DEVEREAUX SHIELDS, A POPULAR SOCIETY WOMAN OF NATCHEZ, MISS., WAS KILLED.—*Charles W. Miller.*



FORTY HOUSES OF MILL OPERATIVES DESTROYED AT GRIFFIN, GA.—THREE PERSONS WERE KILLED AND THIRTEEN HURT AT THIS POINT.—*F. W. Clarke.*



WHOLE SECOND STORY OF THE RUSHTON COTTON MILL AT GRIFFIN, GA., SWEEPED AWAY BY THE FURIOUS WIND.—*F. W. Clarke.*



RELIEF STATION ESTABLISHED BY THE ORDER OF THE ELKS FOR THE RELIEF OF SUFFERERS AT PURVIS, MISS.—*J. de Seguin.*



A DESOLATE SECTION OF PURVIS, MISS.—MRS. O. C. PURVIS STANDING AMID THE RUINS OF HER OWN AND NEIGHBORS' HOMES.—*J. de Seguin.*



SHATTERED RESIDENCE OF B. B. PURSER AT AMITE, LA., WHERE FORTY-FIVE PERSONS WERE KILLED AND SEVENTY-FIVE INJURED.—*J. H. Coquille.*



ALMOST EVERY BUILDING AT PURVIS, MISS., REDUCED TO KINDLING WOOD—FIFTY PERSONS WERE KILLED IN THIS TOWN AND MANY HURT.—*J. de Seguin.*



# The Greatest Automobile Contest of the Spring

INCIDENTS OF THE 256-MILE BRIARCLIFF ROAD RACE, IN WESTCHESTER COUNTY, N. Y., WHICH WAS WON IN 5 HRS. 14 MIN. BY LEWIS STRANG



CEDRINO, WHO FINISHED SECOND, IN HIS FIAT CAR LEADING VAUGHN, THIRD IN THE RACE, DRIVING A STEARNS CAR, DURING A SMART BRUSH INTO MT. KISCO.



LEWIS STRANG, WINNER OF THE RACE, IN THE ISOTTA CAR, MAKING THE DANGEROUS TURN AT PINES BRIDGE.



RALPH MULFORD, IN A LOZIER CAR, PASSING THROUGH THE HILLS OF MT. KISCO ON A RUTTY ROAD.



MORTON SEYMOUR AND HIS MECHANICIAN NEARLY THROWN FROM THEIR SIMPLEX CAR AT A ROUGH SPOT.



GEORGE ROBERTSON, IN A PANHARD CAR, CLIMBING MT. KISCO, WHERE THE ROAD WAS NARROW AND ROCKY.



M. L. BERNIN, IN A RENAULT, NEGOTIATING A DIFFICULT UP-GRADE.

## The Man in the Auto.

ATTENTION has been repeatedly called to the advance in price of gasoline and to the cheapness of alcohol as a motive power. In Cuba, for example, alcohol may be purchased for ten cents a gallon. In all probability the automobile fuel of the future will come from the decaying vegetation which will be refined into a high-grade alcohol.

THE American Thomas car, which so far has led in the New York-to-Paris race, has found it impossible to go through Alaska as originally intended, and will make the journey by way of Vladivostok. Had the car arrived in Alaska a month sooner it might have made the trip, traveling over the frozen crust which then existed. No time, however, was lost by the American crew in getting back to Seattle as rapidly as possible and embarking for Vladivostok.

THE AUTOMOBILE has not hurt the farmer, according to Lewis Nixon. In an address before an automobile club Mr. Nixon recently said: "Ten years ago there were about fourteen million horses in the United States, of the average value of thirty dollars each; while to-day there are twenty million horses in the United States, of an average value of ninety-three dollars each. I don't think the farmer has shared very badly in increasing a value of \$450,000,000 to \$1,800,000,000 in ten years."

THE Wilkes-Barre Automobile Club has forwarded a gold medal to the White Company, of Cleveland,



APPROACHING THE FINISH—CEDRINO ON THE POINT OF CAPTURING SECOND HONORS.

Photographs by B. G. Phillips.

O. It will be remembered that at the Giants' Despair hill-climbing contest conducted by this club, the first prize in the free-for-all was won by Walter White. For some reason the medal was not forwarded until recently. Mr. White also won the free-for-all event in the recent hill-climbing contest held in connection with the auto carnival at New York City. The remarkable fact is that the White steamer which won the prize was only a thirty-horse-power machine, while among its competitors were several fifty- and sixty-horse-power cars.

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ITCHING, BURNING, CRUSTED, AND SCALY HUMORS INSTANTLY RELIEVED BY CUTICURA.

Bathe the affected parts with hot water and Cuticura Soap, to cleanse the skin of crusts and scales and soften the thickened cuticle. Dry, with little or no rubbing, and apply Cuticura Ointment to allay itching, irritation, and inflammation, and soothe and heal, and lastly take Cuticura Resolvent Pills to cool and cleanse the blood. This pure, sweet, and wholesome treatment affords instant relief, permits rest and sleep in the severest forms of eczema and other itching, burning, scaly humors, and points to a speedy cure when all else fails.



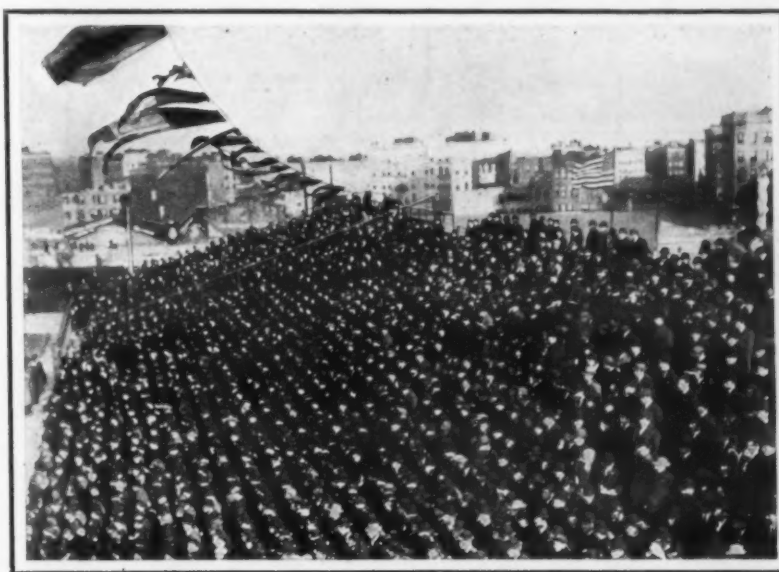
# Where the King of the Diamond Reigns Supreme



OPENING GAME OF THE NATIONAL LEAGUE SEASON AT THE POLO GROUNDS, NEW YORK, IN WHICH THE GIANTS DEFEATED THE BROOKLYNS—OVER 30,000 PEOPLE WITNESSED THE CONTEST, ONE OF THE LARGEST BASEBALL GATHERINGS EVER SEEN IN THE METROPOLIS.—*Phillips.*



THE CROWD SWARMING ACROSS THE DIAMOND ON THE WAY TO THE EXITS AT THE CLOSE OF THE FIRST NEW YORK-BROOKLYN GAME.—*Phillips.*



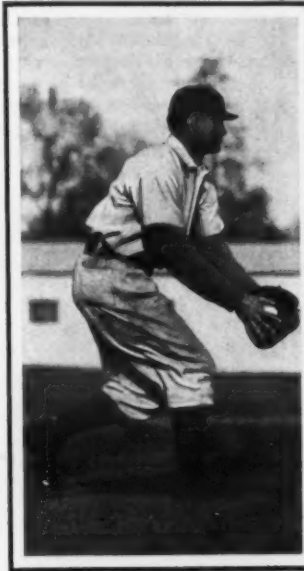
SECTION OF THE BLEACHERS AT THE OPENING GAME OF THE AMERICAN LEAGUE IN NEW YORK, IN WHICH THE HIGHLANDERS DEFEATED THE PHILADELPHIAS.—*Phillips.*



CHARLES, THIRD BASE, O'HOURKE, SECOND BASE, AND BYRNE, SHORTSTOP, ST. LOUIS NATIONALS.—*Edmonds.*



MORAN, CATCHER CHICAGO NATIONALS.—*Phillips.*



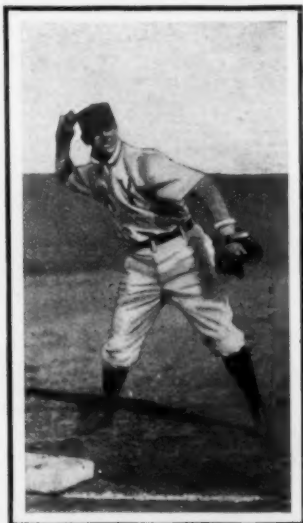
GILL, FIRST BASE PITTSBURGH NATIONALS.—*Pictorial News Co.*



SPADE, PITCHER CINCINNATI NATIONALS.—*Ryder.*



KNABE, SECOND BASE PHILADELPHIA NATIONALS.—*Pictorial News Co.*



CONROY, THIRD BASE NEW YORK AMERICANS.—*Phillips.*



HUGGINS, SECOND BASE CINCINNATI NATIONALS.—*Ryder.*



DONLIN, RIGHT FIELD NEW YORK NATIONALS.—*Phillips.*



BRIDWELL, SHORTSTOP NEW YORK NATIONALS.—*Phillips.*



## Jasper's Hints to Money-makers

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**THE SIGNS** of the future are not always found in large events. It is a common observation of some that the stock market moves in harmony with the iron market; on the part of others, it is held that the future of the stock market depends upon the outlook for the crops; while others still insist that the condition of the money market is the prime factor. All these are important and all exert at times a controlling influence. But after a period of protracted liquidation and of continued stagnation, when, like in dry seasons, "all signs fail," the experienced observer of the trend of trade finds his indices in matters of smaller moment. Instead of watching the iron market, the crops, the clearings of the banks, or the state of the weekly bank reserves, he watches the postal receipts, the business of the telegraph offices, of the hotels, the great department stores, and the advertising pages of the newspapers.

A revival of business after a long-continued depression is first revealed by the course of these minor matters in our leading business centres, and it is encouraging at this time to hear favorable reports bearing on the subjects referred to. No business boom is in sight—everybody concedes that; but a more hopeful feeling is manifesting itself in the retail trade and in some branches of the wholesale business, but not in the railroad or industrial world. The withdrawals from the savings banks do not indicate an unusual acuteness of suffering among the laboring masses, and soup-houses failed to make their appearance during the rigors of the winter.

With the outlook showing a slight improvement, and with the hopeful feeling that always follows the approach of spring, with summer breezes tempering the wind to the shorn lamb, all that the country needs is a restoration of confidence to re-establish its credit and to open the way for the return of prosperity.

It is inconceivable that the people cannot be aroused to the magnitude of the interests at stake. Politicians, intent solely on the retention of their power, continue to show the utmost disregard of the perils of the situation. To them it seems to be a matter of no consequence whether we shall have a return of prosperity or not; or, if they realize the difficulties and hardships of the situation, they prove themselves utterly disqualified to offer a remedy. It is true that the muck-raker and the demagogue are not quite as denunciatory as they have been, and that the "trust-busters" and the assailants of the railways are for the moment keeping somewhat more in the shade; but they have not withdrawn from the field, and they give notice to that effect.

The shrinkage in the earnings of the railroads of this country, if it continues at the present rate, will reach the appalling figure during the current year of \$300,000,000. This means that dividends must be either reduced or passed in a vast majority of instances. It means that wages must be reduced, that no new work must be undertaken, and that all improvements must be abandoned. The railroads are the greatest industrial factor in the United States to-day. Do my readers understand what a general curtailment of their expenditures signifies? It means not only the laying off of the railroad employe; it means the closing of the shops that furnish materials for the bridges, the cars, the locomotives, steel rails, lumber, copper, electrical contrivances, and all the numberless materials that enter into the consumption of a great railway. It is within the bounds of reason for me to say that if the railroads of this country were now as busy as they were a year ago, hundreds of thousands of idle workmen would be employed, and hundreds of thousands more would be receiving higher wages. Copper and iron would both command higher figures, and every shopkeeper in rural hamlets or in our great cities would be deriving the benefit.

The people are passing through a campaign of education. It is a bitter and costly experience. It is one for which they are partly responsible, for they have helped to create it. It is just as true

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that they are responsible for the present depression as it is true that they shared the responsibility or enjoyed the credit of promoting the country's prosperity. The power of the people at the ballot box is supreme, and it is the toleration they have given to the demagogue, the socialist, and the ambitious self-seeking politician that has enabled these men to control legislation, to paralyze our industries, cripple our railroads, and imperil our credit. When the people realize what they have done they will be first to arise in their might and drive the trouble makers from power. Let the people then replace them by those who will unselfishly consecrate themselves to the cause of the common good, and who will seek the welfare of all, dealing justly with vested interests and giving to capital and labor alike a free field and fair play. Capital does not ask more than this and labor should not have more.

A return of prosperity is of more consequence to the people of this country than the supremacy of any party or the triumph of any political leader. While great evils have undoubtedly been disclosed in the management of corporate and fiscal enterprises, these are matters of the past, and it is unnecessary to enact still more drastic legislation and to put new burdens and heavier penalties on those who are obeying the law and faithfully conforming to every requirement of the public service. It may as well be understood that we cannot emerge from the darkness of the present depression into the splendid sunlight of a new prosperity until we have learned to give capital a fair chance to justify its investment.

V., New York: The Green Bay and W. debenture Be really come after the stock and have little prospect of satisfactory income payments in the near future. As a speculation for a long pull they may be held with profit, unless the railroad situation becomes worse.

W., Red Creek, N. Y.: 1. I have not advised its purchase. 2. It would be difficult to realize on such stocks in an emergency, as they have a very narrow, if any, market. 3. I am unable to get a report of a satisfactory nature. 4. I would not sell my American Ice bonds and stocks at this time unless I had a fair profit. The company is doing well, the management reports. 5. The Con. Gas convertible bonds will increase in value if the litigation against the company is decided in its favor, which, it is said, is not improbable.

P., Englewood, N. J.: The plan for the reorganization of the Chicago Union Traction did not provide for the payment of an assessment by the holders of the stock. Those who deposited their stock to obtain the participation certificates apportionable to them have been notified, however, that they must pay a charge of one dollar on each share of common, and \$2.33-1/3 on each share of preferred, for the expenses of reorganization. Under the new plan the holders of common stock will receive one-fourth the amount of their holdings in certificates in the new company, and holders of preferred 50 per cent. of their holdings in certificates one degree better than those issued to the common. The value of the new certificates will depend, of course, on the earnings of the reorganized system. In a city like Chicago the earnings ought to show a constant increase. Some speculators are buying the common and preferred, believing that this will be the case.

Z., Longmont, Col.: 1. Your question is not clear. 2. The Rock Island is suffering from the tremendous inflation of its obligations by the speculative element that secured control a few years ago and that has never been able to unload. The system needs financing, and its future depends on the success which may attend the effort to tide over its difficulties. For this reason the preferred is a safer purchase than the common. 3. If the tremendous effort of the steel trust to prevent the cutting of prices in the iron trade succeeds, the low-priced iron stocks can be bought advantageously; but there is a general fear that the outside concerns will be compelled to cut prices and that the steel trust will be compelled to follow, and in that event the securities of the iron concerns would shrink still further. 4. I know nothing about the Racing Co.'s stock. It is not dealt in on Wall Street. 5. Am unable to give information in reference to the mining companies. I deal in Wall Street securities.

Brown, Massachusetts: 1. This is not a good time to sacrifice the stock to which you refer, though undoubtedly it has been selling altogether too high. 2. Chicago Union Traction common will have to pay one dollar a share, not as an assessment, but to meet the expenses of reorganization, and will receive only one-fourth of the present holdings; that is, the holder of one hundred shares will receive only twenty-five of the new common. It is too early to

say what the reorganized traction system in Chicago will earn. 3. I had rather buy Int. Mer. Marine preferred than the common. 4. The tendency to desist from inflicting further hardships on the railroads is encouraging, and many holders of stocks, who bought them at much higher prices, have lately been evening up, in the belief that the market is showing a stronger undertone all round. The reduction of the dividend on Atchison naturally affects the stock. The rate should not have been increased when it was. 5. Advise me if difficulty continues.

G. W., Milwaukee: 1. Three successive tobacco-crop failures in Cuba have greatly depressed the Havana Tobacco shares, but some day we must have a return to better crop conditions, and then the situation should improve. It looks as if it were now at about the lowest ebb. I would not part with the preferred at such a time of depression. Whether I would sacrifice it in preference to St. Louis Southwestern pref. is an open question. All the Gould stocks are now passing through an unexpectedly serious experience. St. Louis Southwestern a year ago had such earnings that dividends on the pref. were anticipated. Now these anticipations are gone, and it remains to be seen how greatly the road will suffer from the business depression coupled with adverse legislation in the South and Southwest. It would be wiser to keep than to sell securities at such a time. 2. I think well of Corn Products Refining pref., and on a reaction it might be wise to even up. 3. Corn Products common, unless the business situation grows worse, has a fair speculative opportunity, especially if, as you say, the meddlesome Dr. Wiley abandons his fantastic rulings.

F., Dedham, Mass.: 1. I do not regard a margin often points as safe on Missouri Pacific or any of the other Gould stocks. In fact, this is an unsafe margin on anything at any time, and particularly unsafe at a period like this. I do not mean to imply that we are liable to have a ten-point drop in the market, but we are not yet out of the woods. The difficulty the Erie Road, with its strong financial backing, has had to meet its pressing financial needs is significant. Some other large systems stand in great need of financial help, and this fact must not be forgotten. 2. This is not the time to buy the very cheap, speculative, low-priced stocks. It is wiser to put your funds in the lower-priced dividend payers, so that you can meet your interest charges and safeguard your investment to a considerable extent. The drop in Chicago Great Western stocks of all classes, following the appointment of a receiver, shows what may happen to the low-priced securities in an emergency. 3. The depression in the iron business is reflected in the serious and continuous decline in the earnings of all the steel and iron companies. The railroads are the heaviest customers of the iron and steel mills, and until they are ready to become buyers again on an extensive scale, the depression must continue. For this reason speculators are not buying the steel stocks very freely for a long pull, but are waiting the outcome of the business depression. 4. New York Transportation has a par value of \$20. At the present price, around two dollars a share, it is being bought purely as a speculation. It is suffering in common with all the local traction stocks, because of the involvements of the latter.

(Continued on page 453.)

**6% First Mortgage 10 Year Gold Bonds of the Kansas City Fuel and Gas Co.**

An Investment for Your Savings

**THESE BONDS** are secured by first lien on the property of the company conservatively valued at \$500,000. The company owns perpetual leases on 800 acres of the best gas lands in the United States—23 wells have been drilled—19 of which have been connected up, having a capacity of 478 million cubic feet of gas per day. A part of this gas is now sold to a \$16,000,000—paid up—pipe line company, under a long time contract and is piped by them to Kansas City, Topeka, St. Joseph, Joplin, Atchison and Leavenworth, for which they pay monthly in cash as used, giving the company a net income of \$85,000.00 per annum.

The Kansas City Fuel and Gas Company have secured a franchise to furnish gas for lighting, heating and manufacturing purposes to a growing town of 5,000 inhabitants, and in order to secure the necessary funds to construct the pipe line and gas plant offer for sale \$200,000 worth of these bonds in denominations of \$500 at par and accrued interest and give with each bond \$250 of guaranteed 4 per cent. preferred stock of the company. **This is equal to 8 per cent. annually on your investment.**

All of the leases and contracts on all the properties owned or controlled by the company, valued at \$500,000, are pledged to and held by the United States and Mexican Trust Co., who will also act as Trustee for the stockholders and collect the entire revenue of the company as security for the payment of these bonds with interest at maturity.

The interest is payable semi-annually on June 1st and December 1st.

These bonds offer an ideal investment for small sums together with absolute security and high earning power. Write for full information and prospectus.

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KANSAS CITY : : MISSOURI

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If you wish an investment as safe as U. S. Bonds and paying 8 per cent. interest per annum, write me.

W. C. McLELLAND, Commercial Bank Building, Houston, Texas.



## Jasper's Hints to Money-makers.

(Continued from page 452.)

S., Danville, Ill.: It is not dealt in on Wall Street, and I am unable to reply.

R., Yazoo, Miss.: The last dividend on Great Northern pref. was 13-4 per cent., payable February 1st. This was the regular quarterly dividend.

U., St. Paul, Minn.: It would be wiser to await the action of the English bondholders and see which plan of reorganization is more satisfactory to the stockholders of Chicago Great Western.

W., Montour Falls, N. Y.: I regard the short-time notes of the Ontario and Western favorably. Of course they must not be classed with gilt-edged securities, but they are of high grade and would sell for a much higher figure if they did not run for such a short period.

A. B. P., Mont.: 1. Central Leather common, I am told, has possibilities of dividend payments with a general revival of business. The heavy holders of this stock were recommending its purchase a year ago when it sold much higher, and they appear to have been liberal purchasers during the slump. 2. I would take a satisfactory profit when I could get it. 3. Not as things are at present. 4. I would not be in a hurry to dispose of it. 5. Nothing definite.

G., Stanton, Va.: The American Steel Foundry's bonds are an industrial security, attractive because of their low price and high interest rate. Of course securities affording such a high rate of income are not classed among the gilt-edged, which are selling on a 4 per cent. basis. The future of all the steel corporations depends upon the general prosperity. If the present depression should be short-lived, the obligations of all the iron and steel concerns would be regarded more favorably.

M., Pittsfield, Mass.: 1. Mr. Hill and his immediate friends have been constantly speaking well of the

Great Northern ore certificates. So little is revealed regarding their value that I have never been able to ascertain what it really is. Estimates of the amount and the character of the ore represented by the certificates differ widely. 2. American Ice Securities paid its last dividend of 13-4 per cent. last July, when the stock sold at about 80. It looks attractive at prevailing prices, though the success of the business depends largely upon the character of the weather.

G. S., Joliet, Ill.: 1. Atchison pref. looks safe as an investment, but not safer or better than Southern Pacific pref. 2. New York Central is a great property and with the resumption of business will again show its old earning power. Meanwhile dividends may have to suffer still further, as the financial necessities of the company are great. 3. I should feel inclined to take a profit on Steel common, in view of the fact that the iron trade is not showing its anticipated revival. Unless conditions change, the trust, I believe, will be obliged to reduce prices, and that will mean a heavy reduction in earnings.

S., New York: Speculators are being attracted to low-priced dividend payers like Ontario and Western, Kansas City Southern, and Southern Pacific. Among the industrials such stocks as Westinghouse, American Can pref., Central Leather, American Ice Securities, and Corn Products have buyers for a long pull. Many who have profited by the purchase of "undesirables" in panic times are buying all the lowest-priced industrial and railway stocks, in the belief that after a lapse of time they will afford a handsome profit. No particular discrimination is shown in selecting these, the prime factor being cheapness. This is gambling.

O., Alexandria, Va.: 1. The Wabash has been regarded as one of the Gould favorites and but for the slump in the railroad business would have gone on a higher basis. I would not sacrifice it at a loss, but the Wabash has some financing to do that may give it trouble unless general conditions improve. 2. The affairs of the local traction companies are so mixed that the future value of their securities can hardly be figured out except by a skilled accountant. They look cheap principally because they are selling at low prices compared with a year ago. 3. The price you quote on Chicago Union Traction is with the charges against it unpaid.

A., Pennsylvania: In the present condition of the railways, with earnings showing a heavy decline, there is every probability, unless the situation shall change very shortly, that dividend reductions may be expected all along the line. It may be that this probability is being already discounted by the lower prices of the leading railway stock, but from the standpoint of safety the bond you refer to better be held at present. If you sold, it would be well perhaps to wait before investing until the outlook for business is more clearly revealed. While the market has been showing strength, many believe that it is temporary.

L., Toronto: 1. The bond to which you refer is a first mortgage and pays 6 per cent. It is offered at 90 and interest by the well-known bankers, Swartwout and Appenzeller, 40 Pine Street, New York. This firm also offers a number of other bonds, including many of the gilt-edged class. If you will write the firm for its information circulars, they will be worth looking over if you seek any form of investment. 2. The loans are first mortgages on improved real estate in Houston, one of the best cities of Texas. They pay 8 per cent. William C. McLeland, Commercial Bank Building, Houston, Tex., will give you all the information regarding them, and you can confirm the facts by your own inquiries regarding the references.

U., Utica, New York: 1. The reduction in the dividend of the U. S. Express means that it has returned to a 4 per cent. basis. It was put on a 6 per cent. basis because of the outcry of some of the shareholders. An impression prevails that the express companies have seen their palmiest days, as the railroads are now inclined to do their own express business. 2. The 6 per cent. realty bonds to which you refer are issued for sums of \$100 and upward, and can be paid on installment certificates of \$5 and upward per installment. I have not room to go into the details, but if you will write to the New York Central Realty Company, Suite 1734, No. 1133 Broadway, New York, and ask for their booklet, it will be sent you without charge.

T., Brooklyn, N. Y.: It is beyond question that the spirit of pessimism so generally manifested during the height of the depression is slowly and naturally giving way to a more hopeful sentiment, but the improvement in business thus far is generally conceded to be very light. Satisfaction is felt that there is any improvement at all. I believe that the industrial shares to which you refer are on an attractive basis, but if any untoward event like a crop failure, should occur, the stock would sell considerably lower. I agree with you that conditions are not ripe for a sustained upward movement, and it is the general impression that with the elimination of the short interest stocks will again show a liquidating tendency.

S., Cambridge, Mass.: 1. It is difficult to keep track of some of the largest concerns, as recent events have shown. As a rule, the Stock Exchange houses of long standing are safer than those without such connections. 2. In the plan of reorganization the shares will play but a little part, but if you can hold them and meet any charges that may be levied you ought to come out whole. 3. Westinghouse has great possibilities. I agree with your conclusion. 4. Both Ice and Corn Products under their present economical management are promising better results. 5. The financial situation of Germany is such that a period of instability or depression is generally expected. So far as our securities are concerned, they have already suffered from extensive liquidation abroad.

F., St. Louis: 1. I would not sacrifice my Mexican Central at this time. The effort to put it on a better basis, it is believed, will succeed. 2. The high-class, dividend-paying railroad and industrial stocks are not unattractive at present prices, and some of them make unusually good returns. Southern Pacific pref., for instance, paying 7 per cent. and recently selling around 112 and bearing the option of redemption by the company at 115, has attracted a good many purchasers. A. O. Brown & Co., 30 Broad Street, New York, members of all the principal exchanges, have prepared lists showing the dividend-paying values of all the principal stocks for investment, which is full of valuable information. They will send them to you on request if you will mention LESLIE'S WEEKLY.

M., New York City: 1. Spencer Trask & Co., bankers and members of the New York Stock Exchange, William and Pine streets, New York, deal in high-grade securities and have just issued a circular describing the standard railroad and industrial investment stocks listed upon the New York Stock Exchange. If you will write to this firm for their Circular No. 53 it will give you this information in very readable shape. 2. The irrigation bonds to which you refer were offered by Farson, Son & Co., one of the oldest bond houses in the West and members of the New York Stock Exchange, 34 Pine Street, New York. These bonds pay a high rate of interest and are a sort of municipal obligation, which gives them a degree of security attractive to investors. If you will write for their Circular No. 1,140 you will obtain the information you seek.

F., Savannah, Ga.: 1. The Central Trust Co. of New York, as the depository of Chicago Union Traction stocks, issued the last notice to the shareholders concerning the work of the reorganizers, and I presume would send you a copy of that document if you would write for it. 2. To obtain the participation certificates apportionable to the stockholders of the common and pref., you must pay the charges against the shares before May 1st. The charge is \$1 for each share of common and \$3.33 1-3 for each share of pref., all payable at the same time. 3. Yes, if the bank would accept collateral of such a character. 4. No. Unless the character of the committee is high enough to justify confidence in it, its effort must fail. E. J. S. Bachelder & Co., prominent members of the New York Stock Exchange and bankers, of 42

Broadway, New York, deal in lots, large and small, and issue a weekly financial review of particular interest to investors and speculators. The firm will be glad to send you a copy if you will write and mention Jasper. 6. I know of no such list. 7. I presume Lawson would be the best source of information. 8. No. 9. It all depends upon whether the reorganizers will make an exception.

McC., Minneapolis: 1. I should not be in a hurry to deposit my Chicago and Great Western with the Castles committee. The English committee may offer a better plan, although I do not say that this will be the case. No harm can come from waiting. If you surrender your stock without the right of recall, you may regret it. If surrendered, couple the surrender with the right to revoke if you desire. This is not a good time to sell depreciated securities if you can afford to hold them. Ultimately the foolish outcry against the railroads must subside. 2. The financial condition of the Erie is such that unless its earnings show an increase some one will have to repeat the Harriman operation to save it from bankruptcy. The fact that Harriman stepped in at the last moment to avert a receivership does not mean that the Erie is out of the woods. It is a valuable property and under ordinary conditions, such as existed a year ago, the stock would be worth all that it is selling for. 3. In all such cases the equities of the common stock must have consideration, and, while an assessment may be levied, those who pay it and retain their stock to the end may recoup themselves, as they did notably in the case of the U. P. and Northern Pacific. Receiverships would undoubtedly cause a further slump, but, considering the uncertainty of the situation, the safe course would be to hold the stocks.

"Dividends," San Francisco: 1. The reduction in the semi-annual dividend on Norfolk and Western common puts it on a 4 per cent. basis and is in line with similar reductions, and more are to come. 2. The weakness in North American stock is partly explained by the recent revelation that the company is under the necessity of issuing bonds to meet its requirements and is compelled to sell its five per cent. bonds at less than par. 3. If you regard the security of your investment as of more consequence than anything else you are certainly on the safe side, but you are in error when you say that there is nothing as safe as a savings bank, and nothing safe that will pay you better than the 3 1-2 per cent. interest the bank allows you. Of course your savings bank could not pay you interest unless it invested your money at a higher rate than it gives you; otherwise it would have no surplus for expenses. Therefore it needs no argument to prove that you will get a higher rate for your money, without trouble, if, instead of putting it in the savings bank, you put it into the securities that your savings bank buys with your money. You can get a 4 1-2 per cent. guaranteed first-mortgage certificate from the Title Guarantee and Trust Co., 176 Broadway, New York, and feel as safe as if your money were in your savings bank. These certificates are sold in denominations of \$500 and are tax exempt in the State of New York, which is an important consideration. I speak so freely of these securities because of my perfect confidence in them and my knowledge that some of the most careful investors in the country, those who deal only in first-class securities, are constantly buying them. If you will write to the Title Guarantee and Trust Co., 176 Broadway, New York, and ask for their booklet on their guaranteed first-mortgage certificates secured by high-class real estate in New York City, they will send it to you without charge if you will mention LESLIE'S WEEKLY.

NEW YORK, April 30th, 1908.

JASPER.

## Business Chances Abroad.

OPPORTUNITY to sell goods in Italy is knocking at the door of the American manufacturer of rubber articles. There is a good demand for rubber overshoes, which, strange to say, are not manufactured in that country. Up to the present time practically all the rubber toys have been imported from France. The American consul at Milan says that in selling such articles the American exporter will find a good field.

THERE is said to be an excellent market for American agricultural machinery and implements of all kinds in the State of Jalisco, Mexico, although English and German goods are found in competition in many instances. American plows, for instance, give better satisfaction than others and lead in the number of sales. There is a demand for American thrashing machines, which can be sold at a lower price than those of English make, and the mining machinery used is almost entirely of American origin. Corrugated iron is used in large quantities, but the greater part of it is now imported from England. If American manufacturers would offer plates from thirty-two to thirty-six inches wide, they would probably find a larger sale for them than for the narrow sizes now in the market.

WITHOUT a doubt China is a land of business opportunities. Nevertheless, young men who think of going to that country should ponder over the following words of Mr. Gracey, the American consul at Tsingtau:

All of the large British institutions here train their own corps of assistants, and the German and American business firms in the East are more and more following the same course. Before coming to China, these young apprentices are obliged to go through strenuous examinations. They are medically inspected to insure their being capable to withstand the trying climate of the Orient, and are sent to China, with their passage paid, on a contract wherein they guarantee to remain a fixed number of years with the firm. Usually each firm has a house for its younger employees, where they live together at the expense of the firm. A certain portion of their salary is often hypothecated for insurance purposes, and they are not allowed to marry until they are in receipt of a compensation considered sufficient by the firm. It is because of this long training and knowledge on the part of the firm that they are especially adapted to the work in hand, that they receive good salaries; and it is the rumor of these big salaries, without any knowledge of the particulars attached to the situation, that makes young men in America believe that there are such excellent opportunities here.

**JOHN JAMESON**

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The Asthma Absorbents have always succeeded in eradicating these poisons from the system and effecting a complete cure.

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FOR A SHORT DRINK**

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## Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address Insurance Editor, LESLIE'S WEEKLY, Brunswick Building, 225 Fifth Avenue, Madison Square, New York.]

**A**N UNUSUALLY large number of letters has recently come to this department asking me whether it is possible to obtain from fraternal societies either a surrender value in cash or a paid-up policy when assessments are no longer met by members who have decided to leave such organizations. No doubt the increase of such inquiries is due to the financial depression. We have often referred to the misleading statements made by assessment-insurance associations and the hardships which their deluded members have to undergo. A single illustration will suffice: A clergyman whom I know, during the early part of his career, had taken out insurance sufficient to care for his family when he should be taken away. He had selected an assessment society because the premiums in the established companies were a little higher. The society, like the minister, was just starting out in life. Deaths during the early years of its ex-

istence were few and the size of the monthly assessments for a time remained about the same. But as the years went by the assessments went up. The minister did excellent work in the little country villages which he served, but his salary did not increase so as to justify him in taking out other insurance. The financial affairs of the association were poorly managed and the membership did not increase according to the expectation of the founders. At length the death rate naturally began to increase and the assessments at once rose at an astonishing rate. Finally a reorganization was absolutely necessary to save the association from destruction. The plan adopted by the reorganizers was to crowd out the old men by excessive assessments. It worked, and the association once more was able to continue business in accordance with the decisions of the State insurance department. But how about the old men who were so heartlessly pushed aside, and of whom the minister is but a single example? Had he decided in favor of a well-established company in his early day, paying the higher premium for the security he received, he would have nothing to regret. Experience keeps a dear school, and nowhere are lessons more expensive than in life insurance. Many persons, profiting by the experience of others, have been able to withdraw from the weak societies and take out policies in old-line companies. This is not possible, however, for those well along in years. The heaviest blow falls upon those least able to stand the shock. The safe way is to select a company of established standing and unquestioned security.

B., Toledo, Ohio: The Provident Life and Trust Company of Philadelphia was organized in 1865 and makes an excellent report of its condition and prospects.

M., New Orleans, La.: I do not advise the purchase of the stock or of anything else that promises such an extraordinary rate of interest. These are not investments or even speculations. They are get-rich-quick schemes that can only result in failure.

Z., New Orleans: I have pointed out so frequently the fact that assessment insurance is risky and unsatisfactory that I cannot understand why this sort of insurance can be attractive to any one. As long as an association is able to secure new members and thus keep down the death rate, it can keep down its assessments also; but no association has been able to keep the death rate down indefinitely. You perhaps have observed that the company has nearly

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\$300,000,000 of insurance in force and about \$10,000,000 of assets.

E. D. S., Frederick, Md.: I believe it would be a mistake to take a paid-up policy if you can continue the insurance and if you have dependents who need looking after. I don't understand what you mean by losing your premium. You will get paid-up insurance only to the amount that your contract or policy calls for. You can write to the companies, and, if their replies are unsatisfactory, communicate with me.

W., New York: 1. I do not believe in assessment insurance. 2. It is not cheaper, because you do not know what you will ultimately have to pay. In an assessment association the assessments are based upon the death losses, and the older the members obviously the greater the number of deaths and the heavier the number of assessments. Every man who has taken an assessment insurance because of its cheapness has finally found out that it was the dearest. The pitiful story of the Mutual Reserve should be borne in mind. It is better for you to pay a little more at the start and to know that your rate will not be increased and that the extra amount you pay for security will come back to you in the end.

*Hermit*



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**SERIOUS LABOR TROUBLE IN ALASKA.**

VIEW OF THE TREADWELL GOLD MINE, WHERE VIOLENCE THREATENED BY HUNDREDS OF STRIKING MINERS WAS PREVENTED BY UNITED STATES TROOPS.—H. C. Kellers.



**PENNSYLVANIA'S TEMPERANCE WAR.**

PARADE OF TWO THOUSAND CHILDREN IN THE STREETS OF PHILADELPHIA, HELD AS A PROTEST AGAINST THE LICENSING OF SALOONS.—P-J. Press Bureau.



**A NAVY HERO BURIED WITH HONORS.**

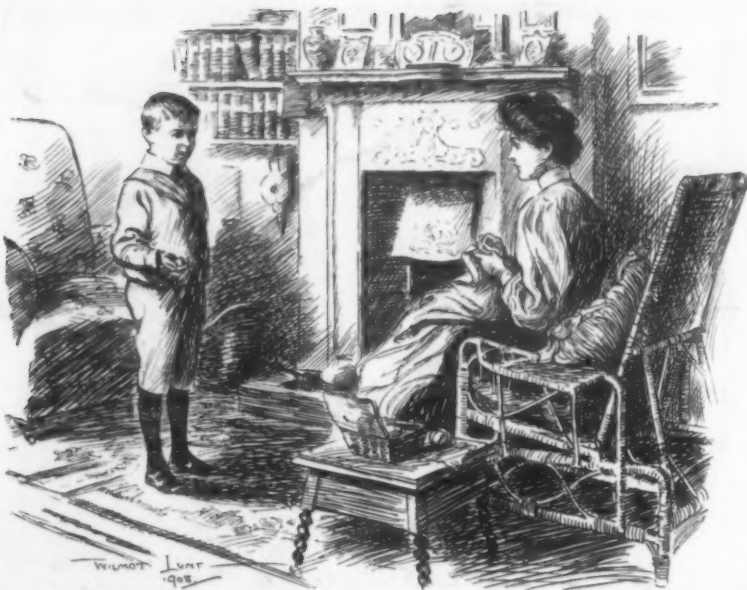
FUNERAL AT THE NAVAL ACADEMY, ANNAPOLIS, MD., OF REAR-ADMIRAL GEORGE B. BALCH, U. S. N. (RETIRED)—ESCORT OF MIDSHIPMEN IN FOREGROUND AND PALL-BEARERS AND DISTINGUISHED PERSONS IN BACKGROUND.—Mrs. C. R. Miller.



**A BEACON OVERTHROWN.**

LIGHTHOUSE AT THE ENTRANCE TO BURLINGTON (VT.) HARBOR, IN LAKE CHAMPLAIN, UPROOTED BY BLOCKS OF ICE HURLED AT IT DURING A SPRING GALE.—Boston Photo News Co.





Boy (who has been naughty, and sent out into the garden to find a switch to punish him with). "Oh, Mummy, I couldn't find a switch anywhere, but here's a stone you can throw at me."—Punch.



Thomas Jefferson  
Third President of the United States

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The Declaration of Independence (the creation of his genius) is an eternal monument to his fame—more enduring than statues of marble or bronze.

As a statesman in Congress he advocated the brewing industry as an aid to agriculture and national temperance; and upon several occasions he bought and freighted rum, wine and whiskey to the brave soldiers of the Revolution. He himself declared that the juice of the malt was never absent from his board.

Thomas Jefferson was a splendid athlete, a crack shot; and in his prime at the old Raleigh tavern he delighted to enjoy his "cakes and ale" or dance half through the night with the fair maids of old Virginia.

At eighty-three he died, regretted by the nation he helped to create. His deeds and written thoughts absolutely and irrefutably prove that good malt beer is not injurious to mind or body.

"The Writings of Thomas Jefferson," by Paul Lester Ford, Vol. 2, page 389; Vol. 8, page 511; Vol. 10, pages 113, 115, 251; Vol. 11, page 498, etc. Morse's Biography, pages 2 and 3. Shouler's History of U. S., Vol. 1, page 99. Encyclopedia Americana, Vol. 3—"Jefferson."

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You will then know why over two million men are proclaiming the superiority of the "Gillette."

**BECAUSE** it gives you a clean, comfortable, safe shave in three to five minutes—no matter how inexperienced you are.

**BECAUSE** the hardest beard, though on the tenderest skin, willingly yields to the soft, easy action of the keen "Gillette" blade. **No Stropping, No Honing.**

**BECAUSE** the holder lasts a lifetime.

**BECAUSE** its blades are so inexpensive that when dull you throw them away as you would an old pen.

*King Gillette*

The Gillette Safety Razor Set consists of a triple silver-plated holder, 12 double-edged flexible blades—24 keen edges, packed in a velvet-lined leather case, and the price is \$5.00.

Combination Sets from \$6.50 to \$50.00

Ask your dealer for the "Gillette" to-day. If substitutes are offered, refuse them, and write us at once for our booklet and free trial offer.

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**Gillette Safety Razor**  
NO STROPPING NO HONING



The Nicked Box  
Hinged Top



To do one thing is  
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**Williams' Shaving Stick**

"The only kind that won't smart or dry on the face"

is the product of seventy years of specializing upon Shaving Soaps.

Mailed by us postpaid on receipt of 25c., if your druggist fails to supply you. Trial size (enough for 50 shaves) sent postpaid for 4c. in stamps.

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LIES FLAT TO THE LEG—NEVER SLIPS, TEARS, NOR UNFASTENS

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*Is A Bottled Delight*

**W**HY go to the inconvenience of preparing your own drinks when a bottle of CLUB COCKTAILS saves all the fuss and trouble. CLUB COCKTAILS are perfect cocktails—always ready for use. Their fine old liquors, measure-mixed, give them a uniformity of flavor no chance-made drink can possibly possess.

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